

Dutch Boy White and Red Lead



ANDERSEN MEYER & CO. LTD.



The

Hongkong Telegraph.



FOUNDED 1861

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THE BALFOUR NOTE.

America Says "No."

STRONG U.S. PRESS COMMENT.

(Reuter's Service.)

Washington, August 3. The Treasury officially announces that the Balfour Note will not change American policy towards foreign debts.

New York, August 3. The following are some press comments on the Balfour Note. The *Tribune* says that the general cancellation of debts would mean that Uncle Sam would bear the burden of letting Germany off.

The *New York World* says that Lloyd George has announced the failure of his conference with Poincaré before it has started and tried to throw the blame on the United States, which may be a capital blunder. If the Note represents the unalterable position of Britain there is no hope for a settlement of the European situation. American opinion is not ready for a general cancellation but it is gradually becoming ready for the cancellation of really uncollectable debts, but will act only when it has been demonstrated that Britain, France and Germany have definitely started on a return to economic sanity.

The *New York Times* says the Note jars American ears, intimating that the United States is a hard-hearted creditor standing in the way of a general and generous forgiving of debts which the British Government would be only too happy to undertake. The outright cancellation of war debts by the United States is at present politically impossible. American sentiment in favour of cancellation may yet be developed and then it will be found that the United States is not so mercenary and unpromising as the Note implies.

Position of Reparations.

London, August 3.

In the House of Commons, detailing the present position regarding reparations, Sir Robert Horne said he understood that Germany, for the most part, had met the requirements of the Reparation Commission but an arrangement to prevent the flight of capital was easier said than done. Germany had hitherto paid £415,000,000 including cash, ships, the Saar mines, etc. Britain had obtained £56,000,000 thereof, of which practically the whole had been spent on the armies of occupation. Britain had hitherto collected £5,000,000 under the import duties imposed by the Reparations Recovery Act.

Sir Robert Horne said Germany's taxation receipts last year only covered 63 per cent. of her domestic expenditure but they now leave a balance towards Treaty expenditure. He was of opinion that Germany was able and willing to pay considerable sums for reparations if given a respite to put herself in a position to do so. The Minister dispelled the impression that Earl Balfour's letter was in the nature of a suggestion that America should cancel Britain's debt. He declared, on the contrary, that payment of debts to America was the foundation of the letter. He pointed out that two milliard sterling of the National Debt of £7,700,000,000 was not met on our own behalf, but lent to the Allies. Illustrating Britain's financial burden, he showed that America's National Debt represented 247 per cent. of the population. France's £162 and Britain's £181.

During the debate following Sir Robert Horne's statement, Mr. Asquith urged the immediate scaling down of reparations to what is really practicable, saying Britain should forego her share and also forego other indebtedness, not as an act of magnanimity but as a good business.

Mr. Lloyd George's Speech.

Mr. Lloyd George intervened in the debate, saying he hoped the House would let him meet M. Poincaré with a free hand to do his best to come to an arrangement. In the meantime he did not conceal the danger of driving Germany to despair. He declared that a revolutionary Germany in the centre of Europe would be a real world peril, very different from a revolutionary Russia. Nevertheless, it would be a mistake to run away from a fair and just claim. Germany was in the position of somebody who put other individuals into Court. She had chosen the tribunal in which to fight them, had lost the verdict and was now being sued for costs, not for vindictive reasons, but because the winning and unwilling parties wish to get their cash back. The Premier emphasised the folly of under-estimating Germany's capacity, owing to the present trade depression. He depicted the possibility of a trade recovery finding Germany without any internal debt and with an external debt fixed at a time when things were pretty bad. He compared this to England's seven milliard sterling internal and two milliard sterling external debts. He described the inter-Allied conference of August 17th. as a meeting of creditors to which all were going on equal terms. Britain was determined to give reasonable and sympathetic consideration to devastated France and Belgium. Britain was the last country in the world to be accused of want of sympathy with France or Belgium. We intend to see that everybody gets fair play, to give fairness to Germany and justice to France, but justice also to the people of our own land.

The Fall of the Mark.

London, August 3.

German marks opened at 4,000 to the £. Germany's reply to France created nervousness. Later buying, influenced by a forecast of the reparations programme, closed at 3,300.

DEATH OF SIR R. VASSAR-SMITH.

A Noted British Banker.

London, August 4.

The death is announced of Sir Richard Vassar Smith, Bart. [The deceased, who was born in 1843, was Chairman of Lloyd's Bank, Ltd., of Lloyd's and National Provincial Foreign Bank, Ltd., of the Gloucester Railway Carriage and Wagon Co., Ltd., and of the Gloucester Gas Light Co. He was director of Baldwin's, Ltd., Port Talbot Steel Co., Ltd., Brynbo Steel Co., Ltd., British Mannersman Tube Co., Ltd., the Yorkshire Penny Bank, Ltd., the London and Plate Bank, Ltd., and the P. and O. Banking Corporation, Ltd. He was also a member of the Council of Cheltenham College and Chairman of the Council of St. Hilda's Incorporated College of Oxford and Cheltenham. Formerly he was Chairman of the Committee of the London Clearing Bankers and of the Central Association of Bankers, as well as President of the Council of the Institute of Bankers. An Alderman of Gloucester, he was also a prominent Freemason, being Provincial Grand Master for Gloucestershire.]

BAVARIA MORE AMENABLE.

Government Invites State Premier to Berlin.

Berlin, August 3.

The Bavarian reply to President Ebert's letter of the 27th. ult. is conciliatory. President Ebert is inviting Count Lerchenfeld to come to Berlin to arrange a settlement.

[The German Government declared invalid certain Bavarian decrees on the ground that they infringed Imperial legislation. The Government pointed to the serious consequences which might attend Bavaria's refusal to apply Republican law to the right bank of the Rhine.]

HOME AERIAL DEFENCES.

Extension of Programme.

(Reuter's Service.)

London, August 3.

In the House of Commons, Mr. Lloyd George stated that the Government had decided to adopt the Air Ministry scheme providing five hundred machines for Home defence at an increased cost of £2,000,000 annually, of which £900,000 will be supplied from the Air Ministry economies.

Considerable orders for the execution of the programme will be placed privately during the current year. The question of further expansion will be considered in the light of the financial situation in 1923 and the air policy of other Powers.

JAVA'S RUBBER OUTPUT.

British and Dutch Plantations Contract with American Co.

London, August 3.

British and Dutch plantations in Java have concluded an agreement with the General Rubber Company of New York by which the latter agree to take the entire output of standard rubber of three companies from October 1st. to the end of 1924 after providing for existing contracts.

The rubber is deliverable ex-godown on the estate, the price to be the average of the daily spot quotations in London for standard quality, calculated monthly, with a minimum of 8d. per lb.

THE NEAR EASTERN STRUGGLE.

Allies Avert Greek Advance on Constantinople.

Constantinople, August 3.

The threatened Greek advance on Constantinople appears to have been averted in consequence of Allied measures. Allied posts overlooking the Chatalji lines have been reinforced by British, French and Italian infantry and cavalry. These have taken up positions on the frontier, which is entirely quiet. It is estimated that twenty thousand Greek troops are concentrated outside Constantinople.

OIL DISCOVERY IN FRANCE.

Capacity of 565,000 cubic ft. per Day.

Paris, August 3.

A subterranean oil reservoir is reported to have been discovered in the forest of Abatilles, near Bordeaux. Experts estimate that it will produce 565,000 cubic feet per day.

MANDATED TERRITORIES.

L. o N. Desires Annual Statistics of Alcoholic Imports

Geneva, August 3.

The Mandates Commission of the League of Nations discussed the question of existing laws of the inhabitants of B and C mandated territories.

It is hoped that mandates will annually supply the Secretariat with statistics regarding imports of all spirits.

HUGE BRITISH RAILWAY AMALGAMATION.

Total Capital of £248,000,000.

London, August 3.

A big step in railway reorganisation is announced in the form of an amalgamation of the Great Central, the Great Eastern, the Great Northern, the Great North Scotland, the North British, and twenty-six small companies, with a total capital of £248,000,000.

THE "EGYPT" DISASTER.

Enquiry Concluded.

London, August 3.

The "Egypt" enquiry closed to-day, when counsel addressed the Court, on the conclusion of which the President announced that the Court will consider the case and hoped to issue its report at the earliest date possible.

STATUS OF TANGIER.

Conference in London.

Madrid, August 3.

The Premier's secretary announced that the status of Tangier will be discussed at a conference in London during the second fortnight of September.

THE IRISH OPERATIONS.

London, August 3.

The Nationals carried out a surprise landing from the sea in the vicinity of Fenit Co. Kerry, in an attempt to frustrate a disembarkation of troops which completely failed. The coup takes the irregular left flank in the rear.

EINSTEIN PREPARING FOR JAPAN.

Geneva, August 3.

Prof. Einstein, excusing his absence from the L. o N. Commission for Intellectual Co-operation, explained the necessity of finishing most urgent work prior to starting for Japan.

WORLD FLIER DETAINED.

London, August 3.

Major Blake is detained at Ambala owing to engine trouble.

ITALY'S GENERAL STRIKE ENDED.

Rome, August 3.

The strike has ended.

AMERICA'S INDUSTRIAL DISPUTES.

Government Waiting and Watching.

(Reuter's Service.)

Washington, August 3.

It is generally expected that President Harding will await further development both of the coal and railway strikes before making another move. It is thought that the President wishes to give the railway executives a reasonable time to demonstrate whether they can meet the situation without the necessity for some drastic step by the Government like assuming control of transportation. At the same time it is stated that the Administration is carefully watching the situation, and will take advantage of any loophole presenting itself with a view to a settlement.

EARLIER TELEGRAMS.

AMERICA AND THE NOTE.

Washington, Aug. 3.

Official comment on the British Note to the Allies is withheld, but the private view of financial officials inclines to the belief that the Note was framed mainly with a view to influencing the approaching negotiations between Mr. Lloyd George and M. Poincaré. It is suggested that the Note will possibly confirm the inclination of the American Debt Commission to recommend legislation next session reducing the rate of interest and extending the repayment period of the British debt. Some of the Congressional leaders are outspokenly opposed to any scheme of cancellation of war debts.

London, Aug. 3.

While the American response to the Balfour Note seems summed up in the declaration that Britain is solvent and must pay, French comment is reflected by the fresh Poincaré ultimatum to Germany, mentioned yesterday, which threatens to produce another grave crisis in Europe. It is reported that prospective French coercive measures include the expulsion of German subjects from Alsace-Lorraine, the seizure of their property and wholesale confiscations in the Rhineland.

Meanwhile, Reuter's London correspondent says that the Government is drafting a reply to M. Poincaré contending that the threatened sanctions are illegal as it cannot be known before August 8 whether Germany will really default. There was unparalleled panic in the bourses of the chief German cities yesterday and consternation among the German public and a great rush to convert the mark into a more reliable form of wealth, with the result that marks were fifteen a penny. Hope centres on the coming Anglo-French Conference.

Paris, Aug. 3.

The *Petit Parisien* forecast of M. Poincaré's London programme includes willingness to reduce the total of the German debt conditionally on Germany's demonstration of good faith in paying up the first fifty milliard gold marks and conditionally on common cancellation of inter-Allied debts. All indemnity payments should be devoted purely to reparations, thus, with the exception of Belgium's ten per cent. and Italy's one per cent. France would receive the whole thereof. M. Poincaré will probably outline more stringent measures controlling German finances, including stabilisation of currency, compelling Germany to hand over a percentage of capital of industrial concerns, which will serve as a pledge for loans or be expressly devoted to reparations.

THE AMERICAN STRIKES.

Indianapolis, Aug. 3.

The Governor of Indiana is sending 250 National Guardsmen to the coalfields and is proclaiming martial law in districts where it is proposed to mine coal under military protection.

Chicago, Aug. 3.

A meeting of the leading strikers has voted in favour of accepting President Harding's proposals for settling the railway strike. Some opposition developed later, and a fight may be made against the note embodying acceptance, when drafted.

CHINA IN PARLIAMENT.

London, Aug. 3.

In the House of Commons Mr. Harmsworth was asked by Mr. Hannon for more specific information as regards his question as to whether protests had been made to the Chinese Government concerning numerous illegal imposts on British river traders by unauthorised bodies in undisturbed parts of the country. Mr. Harmsworth replied in the negative. Mr. L'Estrange Malone also asked whether any decision had yet been reached regarding the communication and allocation of the balance of the Boxer Indemnity.

INDIAN TEA TRADE.

London, Aug. 3.

Owing to practically all the members of the Indian Tea Association instructing garden managers to guard against coarse plucking and aim at quality and not quantity, it is now thought probable that this year's crop will be no more than 85 per cent. of the average production for the last five years—1915-19. London tea imports from January 1st to July 26th amounted to 194,000,000 pounds against 195,750,000 in 1921, and the exports 12,750,000 against 15,500,000 pounds.

GOLD IN THE TRANSVAAL.

Johannesburg, Aug. 3.

A sensation has been caused by the reported discovery of a gold belt in the Transvaal, stretching from the border of Bechuanaland to Nystroom. Something like a rush is proceeding.

SEAMEN DEMAND BETTER CONDITIONS.

Paris, Aug. 3.

The International Seamen's Conference has decided to issue a manifesto demanding a 48 hour week and a fixed minimum wage, but has rejected the French proposal of militant action to enforce this demand.

AMERICA'S TARIFF BILL.

Washington, Aug. 3.

As a result of agreements reached between the Republican and Democratic leaders, it is considered almost certain that the Tariff Bill will pass this month.

SWATOW DISASTER.

TERRIBLE TYPHOON DAMAGE.

Heavy Loss of Life.

FIVE STEAMERS ASHORE.

The typhoon of which Hongkong had warning on Wednesday struck Swatow, with disastrous consequences, the result being heavy loss of life and the stranding of five steamers, including one of the Indo-China fleet (the *ss. Tungshing*) and another belonging to the China Navigation Company (the *ss. Shantung*).

Very few details are to hand, owing to the fact that ordinary telegraphic communication with Swatow is interrupted. Such news as has been received was obtained through the medium of wireless communication from one of Jardine's boats. From this it appears that the typhoon, which was particularly severe, did immense damage, particularly to shipping. Native craft especially suffered, and it is believed that there was a heavy death-roll amongst the Chinese.

This morning, by the courtesy of Messrs. Jardine, Matheson, a *Telegraph* reporter was permitted to see a wireless message from the *ss. Kwansang*, which left port at four o'clock yesterday afternoon and presumably arrived at Swatow about nine o'clock this morning.

The message states that a severe typhoon struck Swatow and did extensive damage to property, there being also heavy loss of life among the native population. The Indo-China Steam Navigation vessel *Tungshing*, the China Navigation Company's *ss. Shantung* and three other craft were driven ashore.

The *Kwansang* is at present standing by, and leaving for Swatow this afternoon is the *ss. Kwongshang*. Mr. McMurray, the Company's Superintendent Engineer, is going to Swatow by the *Kwongshang*.

The Hongkong and Whampoa Dock Company have been informed of the plight of the stranded vessels and are sending the tug *Henry Keswick* this afternoon.

Owing to the typhoon, the steamer *Hok Canton*, which left Hongkong for Kwang Chow Wan on Wednesday, had to put back yesterday when off Macao. Dull weather and heavy seas are reported.

The *Sai Chou*, which arrived in port from Kin Hon, via Tourane, this morning, and the *Empress of Russia*, which arrived yesterday afternoon, also report bad weather. The *Empress* met south-west gales in the China Sea.

News in To-day's New Advertisements.

"Blackbirds" is showing at the World Theatre, this evening.—Page 12.
Jackie Coogan is to be seen in "Peck's Bad Boy" at the Coronet.—Page 7.

LISTEN!

Advertising promotes all sorts of ideas—including the idea of buying.

There is a very attractive programme at the Kowloon Theatre to-night.—Page 12.
Douglas Fairbanks is appearing in "The Knickerbocker Buckaroo" at the Star Theatre.—Page 12.
A steno-typist is open for evening engagements.—Page 4.

To-Day's Exchange.

The closing rate of the dollar on demand to-day was 26.7 1/16d.

The Weather.

2 p.m. Barometer—29.51. Temperature—84. Humidity—79.

Lighting Up Time.

Lighting-up time to-day 7.03 p.m.

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a Graduate of the Tokyo Massage School, has opened a massage room on the First Floor of 2 Queen's Road, Central. Office hours from 10.30 a.m. to 5 p.m.
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SHIPPING CONTROL PROFITS.

(Continued from Page 2.)

other legislation not referred to in this letter or merely on the basis of negotiation our clients feel further justified in suggesting that His Excellency might possibly see his way to communicate with the Home Authorities and obtain the necessary power to appoint a Board of Arbitration here for the purpose of fixing the remuneration and compensation to be paid to the owners under the above scheme, and in the event of such a Board being appointed, our clients consider that their interest should be fully represented on such a Board, and that they should have a full opportunity of placing their views before such Board. In connection with this suggestion, our clients desire to state that they do not consider that the present members of the Sub-Committee here of the London Shipping Controller are in a position to fully or adequately represent our clients' interest or that they should be called upon to do so. Furthermore our clients feel that a local Board of Arbitration is essential as local conditions must be taken into consideration.

Our clients desire us to state that it is not their desire or intention to oppose or hinder the Government in any way but to secure for themselves a just, reasonable and adequate remuneration and compensation under the circumstances.

This letter is written without prejudice to the owners' rights in every respect and must not be construed as an admission in any way.

We have the honour to be, Your obedient servants,
(Sd.) DEACON, LOOKER, DEACON & HARTSON.

The Honourable Colonial Secretary.

4. On the 1st day of May 1918 our said Solicitors addressed the following letter to the Honourable Colonial Secretary:

Encl.
1st May, 1918.
re The Hongkong Shipping Control Scheme.

Sir,
We have the honour to enclose herewith copy of a letter which was received on the 25th April last by the Secretary of the Ship Owners Protection Association of Hongkong from the Secretary of the Shipping Control Committee.

The enclosed letter received the consideration of the Committee of the Ship Owners Protection Association of Hongkong this morning who have instructed us to state that in view of your letter of the 24th April last No. 2,186/1918 they prefer to address any communication which they may desire to make either to Mr. Fletcher or to Mr. Carey because unless they have a representative on the Shipping Control Committee they cannot see their way to make any communication to such Committee as they do not consider their interests are adequately represented or protected in regard to communications made to such Committee at the moment and they are of opinion having regard to what has recently taken place that they are justified in the position now taken up by them.

The Ship Owners Protection Association of Hongkong desire to again put forward a request for representation on the Shipping Control Committee which the Ship Owners Protection Association of Hongkong venture to think now has the sympathetic support of certain members of the present Shipping Control Committee.

We have the honour to be, Sir,
Your obedient servants,
(Sd.) DEACON, LOOKER, DEACON & HARTSON.

The Hon. Colonial Secretary.

Retention Not Legal.

5. The Ship Owners Protection Association of Hongkong which was and is an Association for the protection of our interests with reference to the aforesaid Government control scheme were never permitted to have a representative on the Shipping Control Committee nor were we the individual shipowners represented whereas the Committee in question was substantially composed of representatives of Shipping Companies in direct opposition to us.

6. The said steamships were then and are now on the Hongkong or Shanghai registers. The position being as follows:

S.S. "Telemachus" Hongkong Register.
S.S. "Pheumphen" Hongkong Register.

S.S. "Haimun" Hongkong Register.
S.S. "Brisbane" Hongkong Register.
S.S. "Wallowra" Hongkong Register.
S.S. "Manapouri" Shanghai Register.
S.S. "Manapouri" Shanghai Register.
S.S. "Castlefield" Shanghai Register.

7. Thereafter the said Steamships were taken under the said control and the Hongkong Government received in respect of their earnings large sums of money which sums the Government still retain against the will and consent of your Petitioners. Further your Petitioners know that the Home Government do not require the said moneys and have so informed the Hongkong Government.

8. The said sums were not required in aid of or in connection with the defence of the Colony or of the Empire or used for the purposes of the prosecution of the war now happily ended.

9. In the Financial Statement for the month of February 1921 published in the Gazette of the 27th May, 1921, under the heading "Liabilities" is the item "Shipping Control Account \$2,231,204.11."

10. The retention of the said sum by the Government is not warranted by any Act of Parliament, Ordinance, Order-in-Council, Royal Prerogative or other lawful authority.

Hotel, Flats and University.

11. In these circumstances and as a test case a statement of claim was filed on the 5th December, 1919, by the Ship Owners Protection Association through the owners of the Steamship "Wallowra" for the recovery of \$2,231,204.11, the profit retained by the Government in respect of the use of that ship.

12. On the 16th day of January, 1920 the then Honourable the Colonial Secretary, being aware that this was not an isolated claim but a test claim brought by one only of your Petitioners to test the legality or otherwise of the action of the Government of Hongkong, made the following statement in the Legislative Council (1920 Hansard p. 20):

"With regard to the European Community, I will deal first with the proposal I had down before the Council for building a hotel and flats in Kowloon. We had money for the work, or thought we had, and things had reached the stage of architects being on the point of making preliminary plans, when the owners of vessels requisitioned under the local scheme bethought themselves that there was no reason why the profits made under this scheme should be devoted to improvements beneficial to the Colony, such as providing hotel and housing accommodation and also extending facilities for education among the various classes of the community. They saw no reason why the money should be devoted to those purposes, but thought that the money should come back into their own pockets. I must leave the community of this Colony to judge which is the better way of disposing of profits, which may be considered war profits, and which would have gone at home into the Imperial Exchequer."

"The Government in view of the action taken, which may in time come before the Courts, do not feel in a position to spend any of those profits on the proposals until the Courts have finally dealt with the matter. Therefore the Colony has been deprived of what it urgently needs—hotel accommodation and money which might have been advanced for the purpose of building houses when the scheme of building flats was given up. The University also has been deprived of a quarter of a million of dollars and education generally of a sum of five lakhs of dollars."

13. Subsequently on the 25th August, 1920, the Government consented to the case being postponed until the return of the then Acting Colonial Secretary—Mr. Fletcher—to the Colony. On the 6th June, 1921, the Crown Solicitor by letter to your Petitioners' Solicitors stated that the condition of postponement until Mr. Fletcher's return was then still insisted on by the Government.

14. Your Petitioners learn that it is the intention of the Government to introduce a Bill into the Legislative Council to prevent the recovery

of the said moneys by your Petitioners. Separate actions have now been commenced in the Supreme Court of Hongkong on behalf of all ships concerned.

15. Your Petitioners are aware that it is not unusual after wars for Acts to be passed protecting persons who have acted in good faith and in the supposed execution of their duties from pains, penalties and punishment for action not warranted by the law, but your Petitioners point out that your Petitioners' claims have never been for damages but are merely for the return of moneys standing to the credit of the Shipping Control Account which were not required for the purposes of the war and which were obtained by the use of their ships. They desire respectfully to point out that the effect of the Bill if passed would be to authorise the seizure in the year 1922 at a time when shipping is depressed and freights are low of the moneys of British Companies who are competing with alien companies which were enabled to build up Reserves during the war, through not being financially controlled. Your Petitioners state that not only is shipping now depressed and freights low but that it is practically impossible to operate their ships at a profit. The Steamships "Castlefield" and "Manapouri" have already been laid up and unless some financial assistance is forthcoming many more will have to be laid up.

16. The result of the control caused a substantial financial loss in the case of several of the controlled ships and the Officially audited accounts showing this loss have been submitted to the Hongkong Government and are as follows:

S.S. Manapouri \$12,530.67.
S.S. Castlefield 19,134.11.
S.S. Brisbane 30,017.54.
S.S. Pheumphen 10,453.53.
S.S. Telemachus 36,319.62.
S.S. Haimun 12,967.36.

17. Your Petitioners desire also to point out that the needs of the Government for housing and education should be met by the community at large and not by what amounts to a special levy on certain small shipowning Companies, a large proportion of whose shareholders are resident elsewhere than in the Colony. It appears to your Petitioners that the Government of Hongkong are attempting to tax a small branch of the community of this Colony for social improvements of indirect legislation, many of the contributors being entirely unconnected with the Colony of Hongkong.

"Unjust, Inequitable, Unfair."
18. Your Petitioners desire to point out that the only commercial and industrial interests in this Colony which were put under Government Control and whose profits were impounded by the Government during the war were the shipping interests; whilst all other commercial and industrial interests including Docks and Marine Insurance Companies, both of which made large profits from shipping operated under Blue Book rates, were permitted to take and retain their profits.

19. Your Petitioners desire to protest against the competition tendered by the proposed Ordinance stating that the same is wholly inadequate.

20. Your Petitioners desire to further point out that negotiations have for some time past been proceeding with the Government of Hongkong and a tentative proposal was made to your Petitioners which met with your Petitioners' approval, but notwithstanding such approval the Government have, after consulting the Unofficial Members of the Council, withdrawn their proposal.

21. Your Petitioners therefore urge that the Bill be so modified as to save the rights of all your Petitioners to prosecute their claims unimpeded in the Courts or in the alternative to distribute the aforesaid sum of \$2,231,204.11 rateably amongst your Petitioners. For in their present form the Bill is in the opinion of your Petitioners unwarranted, unjust, inequitable and unfair and represents an attempt to tax ships not registered in this Colony.

And your Petitioners will ever pray etc.

Dated this Third day of August, 1922.

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General Managers,
Douglas Steamship Co., Ltd.
For Moller and Co., (Hongkong), Ltd.

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S. A. Williamson.
On Man Chuen,
By Attorney,
Lau Hin-nam.

Mr. Alabaster's Speech.
Referring to the quotation in the petition from speech by the a present Officer Administering the Government, Mr. Alabaster said: "That speech shows that after the war, in 1920, the Government was still retaining these profits, made out of shipping control, and that they were proposing to spend them on purposes in no way connected with the war." He continued: "On the first reading of the Bill the learned Attorney General pointed out that at the time when the ships were brought under control the whole Empire was fighting for its national existence and that"

(Continued on Page 5.)

Victrola Supremacy.
THE VICTROLA
It is the only instrument recognized by the World's Artists. Ask Dealers for a Catalogue.

NEW ADVERTISEMENTS.

WANTED.

WANTED.—Evening work or after 5 p.m. by a young Anglo Indian with knowledge of general office routine. Speaks Malay, Hindustani & Cantonese fluently. highest references. Apply Box No. 760 c/o "Hong-kong Telegraph."

WANTED.—Steno-typist is open for engagement after Office hours from 5 to 7 p.m. Apply Box No. 761 c/o "Hong-kong Telegraph."

TO BE LET.

TO LET.—FANLING, A New Bungalow situated on Wo Hop Sek.—Apply to Tsang Poo & Co.

FOR SALE.

FOR SALE.—Steam Launch—Length 66 ft. Speed 10 Knots. First Class Condition.—Apply Box No. 741 c/o "Hong-kong Telegraph."

FOR SALE.—Essex Car in first class condition. Recently overhauled. Also spare private garage with telephone and electric light. Apply Bevington c/o Bradley & Co. Ltd.

THE PEAK CHURCH.

THERE will be evening service and sermon in the Peak Church on the Sundays in August at 6 p.m.

BANK HOLIDAYS.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be closed for the transaction of Public Business on MONDAY, the 7th. instant.
Hongkong, 2nd. August, 1922.

Imports and Exports Office.
Hongkong, 2nd August, 1922.

GENERAL HOLIDAY.

THIS Office will be open for all purposes from 9 a.m. to 12 noon on Monday, the 7th. August, 1922. Licensed Warehouses will be entirely closed on that day.

N. L. SMITH,
Superintendent.
Imports and Exports.

NOTICE.

WE have this day removed our General Office from the fifth floor, Union Building, and Passenger Office No. 2, Ice House Street, to No. 4, Des Voeux Road Ground floor, Hongkong, Shanghai Bank Building.

PACIFIC STEAMSHIP COMPANY.

FOR HAIPHONG AND HOIHOW.

Agents for Haiphong and Hoihow every alternate Tuesday.
The following passenger steamer
HAI-MUN
(Capt. Charles E. Page).
Leaves Haiphong for Hongkong at 11 a.m. on Tuesday, the 7th. August, 1922.
Apply to the Agents, Messrs. J. H. Wilson & Co. Ltd., 110, Wing Lok Street.

Japan, Hongkong, Java Line.
S.S. "HAKODADI" sails 10th. S.S. "SAMURAI" sails 20th. S.S. "YAMATO" sails 30th. NAKAGAWA KAISEN, Ltd. Agents, 110, Wing Lok Street, Hongkong.

The Kwong Wing Co., Ltd.
S.S. "TAI-MING" sails 10th. S.S. "KUN-CHOW" sails 20th. Regular service to Hongkong, Canton, Shanghai, and other ports.
Apply to the Agents, Messrs. J. H. Wilson & Co. Ltd., 110, Wing Lok Street.

Mee Wah Knitting Co.
118, Cantonment Road, Hongkong.
Manufacturers of Socks, Singlets, Sweaters, and Underwear.
YEUNG PO KWAN, President.

THE SAI HING S.S. CO.
25, Connaught Road, W.
S.S. "KAI-MING" sails 10th. S.S. "KUN-CHOW" sails 20th. Regular service to Hongkong, Canton, Shanghai, and other ports.
Apply to the Agents, Messrs. J. H. Wilson & Co. Ltd., 110, Wing Lok Street.

HONGKONG-WU CHOW LINE.
S.S. "CHUNG ON" sails 10th. S.S. "CHUNG ON" sails 20th. Regular service to Hongkong, Canton, Shanghai, and other ports.
Apply to the Agents, Messrs. J. H. Wilson & Co. Ltd., 110, Wing Lok Street.

THE HIN FAT S.S. CO.
Shipping and Insurance Brokers, "Phone 3433.
No. 107, Wing Lok Street.
KWOK HIN WANG, Proprietor.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on Wednesday, the 9th. Aug. 1922, at 11 a.m. at the Taikeo Dockyard (For account of the concerned) ex s.s. "CHIYO MARU"

3 Boilers dimensions:—
"Diameter over all 16' 2"
Length 11' 8"
Weight about 35 tons
Terms: Cash on delivery.
Inspection orders on application to
LAMMERT BROS., Auctioneers.

HARBOUR OFFICE NOTIFICATION.

BRITISH War Medals and Mercantile Marine War Medals having been received from the Board of Trade for the Officers and men of the Mercantile Marine who originally made application to this Office for the grant of the above awards, it is hereby notified that issue of these Medals will be made to those concerned, on application being made to the Harbour Master.

C. W. BECKWITH,
Commander R. N.
Harbour Master, &c.
Hongkong, 31st July, 1922.

HONGKONG TRAMWAY COMPANY LIMITED.

(Incorporated in the United Kingdom)

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND OF ONE SHILLING per Share on account of the year 1922 has been declared.

The DIVIDEND will be payable on and after WEDNESDAY, the 23rd. day of August, 1922, to Shareholders on the Register on TUESDAY, the 8th. day of August, 1922, and will be paid to Shareholders on the Colonial (Hongkong) Register at the exchange rate of 2s. 7½d. per Dollar.

By Order of the Board,
W. E. ROBERTS,
Secretary.
Hongkong, 24th. July, 1922.

THE COWIE HARBOUR COAL COMPANY LIMITED.

SILIMPOON COAL.

THE undersigned are prepared to quote prices for best quality freshly mined SILIMPOON COAL, trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Steamers calling at SEBATTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 23 feet at low water Spring Tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning the port can be had on application to

BRADLEY & CO. LTD.
Agents.
THE COWIE HARBOUR COAL CO. LTD.

On "ing Co.
810, Hong Kong Street.
Marine and Electrical Engineers & General Contractors.
"Phone 810."
L. F. LAI,
General Manager.

Ching-Ke S. N. Co.
104, Wing Lok Street, W.
Regular service between H.K., Canton, Shanghai, and other ports.
YEE TAI HONG, "Phone 753.

CHEONG YUE S. S. Co.
11, Des Voeux Road, W.
S.S. "PHEANANG" sails 10th. S.S. "PHEANANG" sails 20th. Regular service to Hongkong, Canton, Shanghai, and other ports.
Apply to the Agents, Messrs. J. H. Wilson & Co. Ltd., 110, Wing Lok Street.

Hongkong-South America.
S.S. "HAWAII" sails 10th. S.S. "HAWAII" sails 20th. Regular service to Hongkong, Canton, Shanghai, and other ports.
Apply to the Agents, Messrs. J. H. Wilson & Co. Ltd., 110, Wing Lok Street.

Hongkong-Saigon Line.
S.S. "HAWAII" sails 10th. S.S. "HAWAII" sails 20th. Regular service to Hongkong, Canton, Shanghai, and other ports.
Apply to the Agents, Messrs. J. H. Wilson & Co. Ltd., 110, Wing Lok Street.

HONGKONG-SWATOW
S.S. "HAWAII" sails 10th. S.S. "HAWAII" sails 20th. Regular service to Hongkong, Canton, Shanghai, and other ports.
Apply to the Agents, Messrs. J. H. Wilson & Co. Ltd., 110, Wing Lok Street.

NOTICE.

THE HONGKONG SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS.

MR. Fred Fisher, has been appointed Inspector for the Society.
MOWBRAY S. NORTHCOTE,
Hon. Secretary.
Hongkong, 2nd. August, 1922.

NOTICE.

WE have this day removed our office from the General Post Office Building to No. 4-A Des Voeux Road on the Ground Floor of the Hongkong and Shanghai Bank Building.
THE ROBERT DOLLAR CO.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the above Society will be held at the Head Office of the Society Nos. 3 and 4 Queen's Buildings, in the Colony of Hongkong, on Friday, 18th. day of August, 1922, at Noon, for the purpose of considering and if thought fit approving the draft New Articles of Association of the Society which will be submitted to the Meeting.

A print of such new Articles and a print of existing Articles may be seen at the Society's Registered Office at Nos. 3 and 4 Queen's Buildings aforesaid. Should the Meeting approve of such new Articles with or without modification the subjoined Resolution will be proposed as an Extraordinary Resolution, namely:—

"That the new Articles already approved by the Meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of the Society to the exclusion of and in substitution for all the existing Articles thereof."

AND NOTICE IS HEREBY GIVEN that a SECOND EXTRAORDINARY GENERAL MEETING of the Society will be held at the Head Office of the Society, Nos. 3 and 4 Queen's Buildings aforesaid, on Tuesday, the 15th. day of September, 1922, at Noon, for the purpose of receiving a report of the Proceedings at the above mentioned Meeting and of confirming if thought fit, as a Special Resolution, the above mentioned Resolution.

Dated this 8th. day of July, 1922.
By Order of the Board,
C. MONTAGUE EDE,
General Manager.

BRITISH TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Head Office of the Company Nos. 3 and 4 Queen's Buildings, in the Colony of Hongkong, on Friday, 18th. day of August, 1922, at 12.10 p.m., for the purpose of considering and if thought fit approving the draft New Articles of Association of the Company which will be submitted to the Meeting.

A print of such new Articles and a print of the existing Articles may be seen at the Company's Registered Office at Queen's Buildings aforesaid. Should the Meeting approve of such new Articles with or without modification the subjoined Resolution will be proposed as an Extraordinary Resolution, namely:—

"That the new Articles already approved by the Meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof."

AND NOTICE IS HEREBY GIVEN that a SECOND EXTRAORDINARY GENERAL MEETING of the Company will be held at the Head Office of the Company, Nos. 3 and 4 Queen's Buildings aforesaid, on Tuesday, the 15th. day of September, 1922, at 12.10 p.m., for the purpose of receiving a report of the Proceedings at the above mentioned meeting and of confirming if thought fit, as a Special Resolution, the above mentioned Resolution.

Dated this 8th. day of July, 1922.
By Order of the Board,
C. MONTAGUE EDE,
General Manager.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Head Office of the Company Nos. 3 and 4 Queen's Buildings, in the Colony of Hongkong, on Friday, 18th. day of August, 1922, at 12.15 p.m., for the purpose of considering and if thought fit approving the draft New Articles of Association of the Company which will be submitted to the Meeting.

A print of such new Articles and a print of the existing Articles may be seen at the Company's Registered Office at Queen's Buildings aforesaid. Should the Meeting approve of such new Articles with or without modification the subjoined Resolution will be proposed as an Extraordinary Resolution, namely:—

"That the new Articles already approved by the Meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof."

Dated this 8th. day of July, 1922.
By Order of the Board,
C. MONTAGUE EDE,
General Manager.

HONGKONG HOTEL COMPANY, LTD.

NOTICE.

ISSUE OF 17th. FEBRUARY, 1922, OF 109,650 ADDITIONAL SHARES OF THE NOMINAL VALUE OF \$10. AT A PREMIUM OF \$5. EACH (\$3. PER SHARE PAID UP)

SHAREHOLDERS are reminded that a SECOND INSTALLMENT on the above of \$3. per share (\$3. plus \$2. premium per share) falls due on TUESDAY, the 15th. August, 1922. Remittances should be made to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, in Hongkong, on or before that date.

THE REGISTER OF SHARES of the Company will be closed from WEDNESDAY, the 2nd. to TUESDAY, the 15th. AUGUST, 1922 (both days inclusive), during which period no transfer of shares can be registered.

BY ORDER OF THE BOARD OF DIRECTORS,
A. V. WARD,
Acting Secretary.
Hongkong, 27th. July, 1922.

HONGKONG LAWN TENNIS ASSOCIATION.

PRESENTATION OF SHIELDS.

THE Shield will be presented to the Winners in the "A" and "B" Divisions by Mrs. Severn on Saturday, August 5th, at the Indian Recreation Club's Ground.

Exhibition matches will be played Winners versus The Rest in each Division, commencing at 4 p.m.

JOHN C. FLETCHER,
Hon. Secretary.
Hongkong, August 2nd, 1922.

NOTICE OF REMOVAL.

WE have, from this day, removed our office to 16 Des Voeux Road, Central, First Floor.
A. B. MOULDER & CO., LTD.
Hongkong, 29th. July, 1922.

SHANTUNG REDEMPTION FUND.

The Peking Government has requested all officials to devote one per cent. of their salaries after September 1 towards the redemption of the Shantung Railway.

PRICE OF RICE.
The price of best quality rice at Shanghai has increased 20 cents and is now from \$11.80 to \$12 per picul.

FOR YOU! FOR EVERYBODY!



The Doctor



The Writer



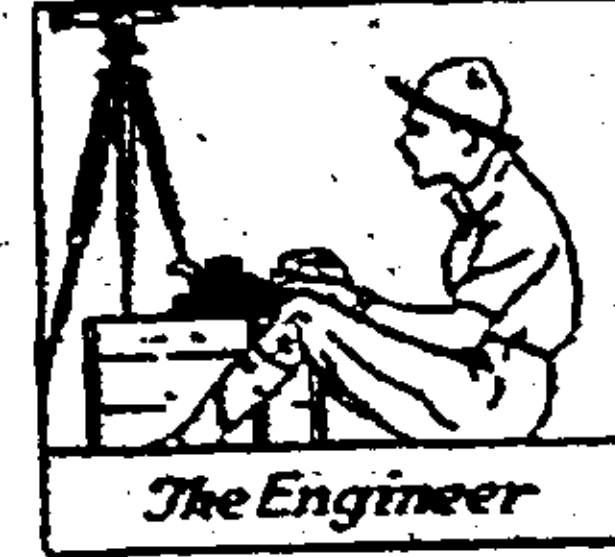
The Traveler



The Home



The Store-keeper

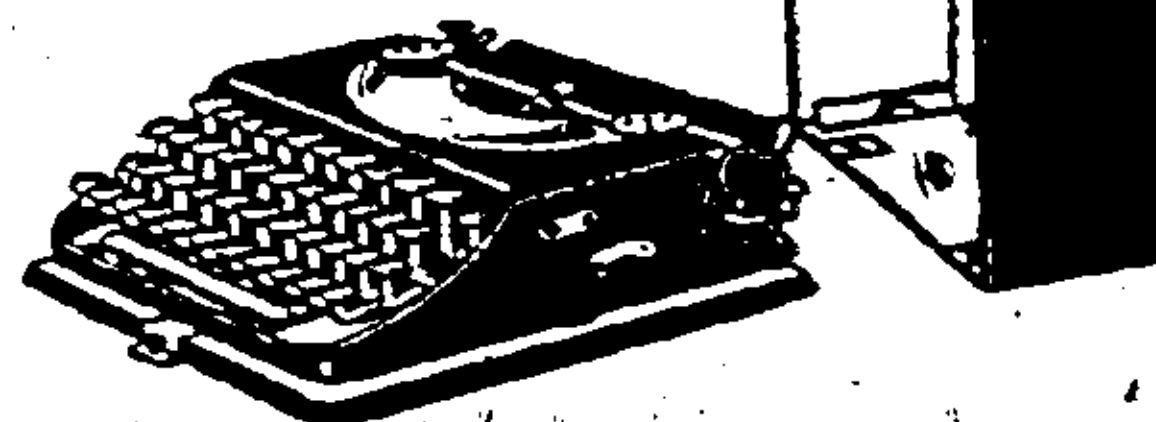


The Engineer

Remington Portable

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17, Connaught Road, Central. Tel. 1186.

Commencing TO-DAY at the

WORLD

JUSTINE IN "BLACKBIRDS"

SMUGGLERS. A COUNTESS.

MILLIONAIRES & A LOVE STORY

A PAINTING OF THE MADONNA FOR WHICH AN AMERICAN MILLIONAIRE PAID A FABULOUS PRICE IN EUROPE IS THE CENTRE OF THE THRILLING PLOT OF "BLACKBIRDS". A MOVING PICTURE MOVES EVERY MINUTE, THE "BLACKBIRDS" WERE INTERNATIONAL CROOKS USING A BEAUTIFUL GIRL FOR DECOY TO SECURE THE MASTERPIECE. BUT ON THE BOAT TO AMERICA LEONA MET A MAN WHO CHANGED MATERIALLY HER PLOT AND HER LIFE. JUSTINE JOHNSTONE THE BEAUTIFUL NEW STAR WHO IS TAKING MILLIONS OF FANS BY STORM PLAYS THE PART OF THE HEROINE IN "BLACKBIRDS."

SHIPPING OFFICE SENSATION.

Case for the Sessions.

After the formal preliminary hearing into the evidence at the Police Court next Tuesday, Filip Anzueto, who is being held on four charges connected with his alleged discovery in a burglarious attempt at the offices of the Pacific Mail, will be committed for trial at the Supreme Court.

This decision was arrived at by Mr. E. W. Hamilton, after a consultation with the Senior Magistrate and the police authorities yesterday, and conveyed to the knowledge of defendant's solicitor, Mr. Leo d'Almada, at the Police Court to-day, when the case was again called.

Defendant was accordingly remanded until Tuesday.

APPRECIATION OF BRITISH OFFICIAL'S SERVICE.

The Chinese press reports that as a gratuity in recognition of his services the Peking Government has granted to the family of the late Mr. G. Tyler, of the Shanghai-Nanking Railway's locomotive department, 15 months' pay.

DAY BY DAY.

Leave of absence from August 7th. to 12th. has been granted the Rev. M. W. Shewell, R. A.

A cook of a Revenue Department motor launch was accidentally drowned yesterday when he lost his balance and fell off from the gang plank.

A Japanese seaman was yesterday drowned whilst engaged in the mooring of a vessel which arrived here yesterday under the management of the Y.K.K.

The residence of Mr. Steel, at No. 3, Cambrai Villas, was entered by a thief or thieves yesterday, and a jewelry and a pair of spectacles, of the total value of \$115, stolen.

Command orders state—As the analysis of the drinking water at Kwloon shows some degrees of contamination, all water for drinking purposes must be boiled before use.

About five hundred tons of prepared non-Government opium were seized by the police from a junk at Shantou yesterday. One arrest, that of the mistress of the vessel, has been made.

Our picture page to-morrow will contain five photographs of the damage done by the big fire in Duddell Street, as well as a number of illustrations connected with the Canton troubles. These latter will include a photo of the cruiser Haichee, of the Northern Squadron which is remaining neutral in the dispute, and others of the cruiser Moo Fung, which was captured by Chao Wing-son's forces; and the disabled cruiser Kwong Hung.

An accident which should serve as a warning to fishermen who use dynamite was reported to the police on the arrival of a fishing junk at Aberdeen. It appears that at Taog Kun-shan, where the junk was anchored for fishing, a stick of dynamite carelessly handled by the master's son exploded and blew off both his hands. In an unconscious condition the youth was brought back to Aberdeen. After the injuries had been dressed by a lady doctor, he was removed to the Government Civil Hospital.

5 OUNCE EGG.

A hen belonging to Mr. William Looney, Wiveland, Essex, had laid an egg weighing 5½ ounces. Inside this there was another egg.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICE.

LONDON SERVICE

(Direct)

GLAUCUS 7th Aug. London, Rotterdam & Hamburg
JASON 14th Aug. London, Antwerp & Hamburg
MENTOR 21st Aug. London, Amsterdam & Antwerp
THESEUS 4th Sept. London, Rotterdam & Antwerp

LIVERPOOL SERVICE

(Direct or via Continental Ports)

MEMNON 5th Aug. Genoa, Liverpool & Glasgow
KREMUN 14th Aug. Genoa, Marseilles, Havre & Liverpool
NINGCHOW 7th Sept. Genoa, Marseilles, Liverpool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)

IXION 29th Aug. Victoria, Seattle & Vancouver
TALTHYBIUS 19th Sept. Victoria, Seattle & Vancouver

NEW YORK SERVICE

(via Suez or Panama)

FUMAEUS 5th Aug. via Suez
TELEMACHUS 15th Aug. via Suez

PASSENGER SERVICE

TE RESIAS 17th Aug. for Shanghai & Japan
MENTOR 21st Aug. for Singapore & London
TERESIAS 25th Sept. for Singapore & London

For Freight and Passage Rates and all information Apply to:—

BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.)
AGENTS.

THE EAST ASIATIC CO., LTD.
COPENHAGEN.

The M. S. "PERU"

will be loading for Marseilles, St. Nazaire, Dunkirk, Rotterdam, Amsterdam, Hamburg, Copenhagen & other Scandinavian Ports, about 4th September.

Further Sailings—	Expected on or about	Will leave for above ports on or about
M. S. "AFRIKA"	—	—
M. S. "JAVIA"	—	—
M. S. "INDIEN"	19th August	25th September.
M. S. "ASIA"	14th September.	21st October.
M. S. "PANAMA"	15th October	22nd November.

Subject to change without notice.
For further particulars please apply to:—
MANNERS & BACKHOUSE, LTD.
Agents.

Hongkong, 27th July, 1932.

NOTICE TO CONSIGNEES.
THE ADMIRAL LINE.

The Steamship "PRESIDENT GRANT" having arrived from Seattle, Wash., via ports, on 29th inst. consignees are hereby notified that their cargo is being loaded at their risk into the Hazardous and Extra-Hazardous Godowns of The Hongkong & Kowloon Wharf Godown Co., at Kowloon and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 4th. Aug. by the Company's Surveyors, Messrs. Anderson and Ashe.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claim will be recognised after the goods have left the Godowns, and cargo undelivered on and after 5th. Aug. will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.
United States Shipping Board,
Emergency Fleet Corporation.

Managing Agents,
THE ADMIRAL LINE,
5th Floor, Union Building,
Hongkong, July 29th, 1932.

SHIPPING CONTROL PROFITS.

Continued from Page 4.

many things had to be done for which no strict legal position could be found, the occasion being urgent and the conditions new. The comment of your petitioners on that is that the money which you now hold have not been used for the purpose of protecting our national existence. They are not asking for damages, they are not asking for the money you have back the money you have left over and which they say you illegally took. The learned Attorney General stated that the great majority of shipowners in the United Kingdom accepted the terms which the Government offered, which were Blue Book rates. That was not so. They were compelled to accept those rates as the result of a Bill passed through both Houses of Parliament early in the war and not as any part of post-war legislation. The Attorney General also pointed out—and he made a great point of this in his speech—that the Government took the risk of any dangers to the ships due to the operations of war. Our reply to that is that the Government very wisely insured our ships with underwriters, and paid part of the profits that they obtained by running our ships as premiums. We are not asking for the return of those premiums; we are only asking for the money left over.

Window Dressing.

The learned Attorney General stated that at one time the Government did offer the Imperial Government the whole of the collections from this requisition fund if they would accept the war risk, and the Imperial Government refused to do so. Why? The Imperial Government obviously did not wish to accept responsibility for an action which was, in its inception and throughout its career, entirely illogical and unjustified. The Government at home would have accepted no further risks than the Government did here, for they would have been sure of their ships and paid the premiums out of the very large profits they made.

It is now proposed, we learn from the learned Attorney General's speech on the first reading of the Ordinance, not to spend this money as was originally intended on hotels, flats, universities, and other schemes, but to redeem part of a war loan. The money was not collected by the Government for that purpose and to state now that we will use this money instead of the money which would have been allocated to the redemption of war loan in order to make it appear as if this money will in some way be connected with the war is, I submit, window dressing. It does not alter the character of the goods at all if you rearrange them in your window in order to make them appear more attractive. The wrong that has been done to these people remains. The ships were taken, the Government made the profits and the owners have been reduced to very bad straits as a result of that, and they do ask that either they be given these moneys back or else that they at any rate be allowed to prove their right to the return of these moneys by action in the Courts.

The Government's Position.

The Colonial Secretary: I would ask permission to comment briefly on this petition, in no spirit of hostility to the Petitioners, but simply to make clear the Government's position in the matter. It may, perhaps, be most simply explained by reading the Government's replies to the letters which appear in the petition. The first is that of 11th April, 1919, in which it said:

"The owners have now had the advantage of considering the information which was imparted by the Assistant Colonial Secretary at the meeting at the Secretary Board Office held on the 28th March last, when they were informed that the Government proposed to pay tramp Blue Book rates, as to one third thereof at an exchange of 2 to the pound, and as to the balance at the rate of exchange of the day of payment, plus 2 1/2 per cent for Eastern service, and 5 per cent on the net profits in consideration of the services of the owners in running the ships on behalf of the Government."

"The owners instruct us they have also had a number of meetings amongst themselves, at which the Government's proposals have been most carefully considered and discussed."

"The owners have come to the conclusion that the remuneration offered by the Government is not only wholly inadequate but must result in a heavy loss to the owners."

Question of Remuneration.

The use of the word "Government" in this letter is somewhat equivocal, and in our reply we made it quite clear that it was the Imperial Government, and not the Hongkong Government, which was responsible for this scheme. The Government's reply, which was dated April 15th, said:

"2. You were informed at the meeting held on the 28th March

that this Government has definite instructions to see that remuneration of colonial registered vessels is not appreciably higher or lower than that of competing vessels registered in the United Kingdom." The remuneration payable in respect of the latter class of vessel is, it is understood, under discussion; but this Government is advised that the rate actually in force is appreciably lower than that now offered to your clients. In the circumstances this Government is precluded, by its instructions, from offering more favourable terms than those which have been put before you; but it will watch closely the progress of negotiations in the United Kingdom, in order that any concession made there may be introduced also in the local scheme."

The next paragraph discussed the losses which they said would be incurred under the scheme, and in our reply we said:

"This Government will, however, closely watch the working of the requisition scheme, and I am to assure you that the interests of the owners will receive its sympathetic consideration."

We then received the letters of April 19th and 1st May, 1919 (reproduced in the petition). In the first we were asked among other things under what legislative authority we were acting. We replied on May 11th as follows:

"Gentlemen.—I am directed to acknowledge the receipt of your letters of the 19th April, and the 1st May, regarding the Hongkong Shipping Control Scheme, and at the same time to express regret that they have remained so long unanswered."

2. With regard to the question of remuneration to owners, this Government, as you are aware, is acting under the instructions of His Majesty's Government. His Excellency has made representations by telegram on the subject."

3. As to the question of legal authority, the ships have been requisitioned on behalf of, and under instructions from, His Majesty's Government, who have instructed this Government to superintend their management. In these circumstances this Government must refer you to His Majesty's Government on the point of legal authority for the requisitioning."

4. With regard to the request for a local Board of Arbitration, this Government has definite instructions that the remuneration to vessels under the local scheme is to approximate to that paid to the larger and more important class of vessels on the China Coast, which are under the Imperial Liner Requisition Scheme. It would, in the opinion of this Government, be inadvisable to suggest that the two classes of vessels should be dealt with separately."

As I have stated above, representations have already been made to the Home Authorities on the question of remuneration."

5. It would seem that the owners, in pressing their request for a representative on the Shipping Control Committee, are under a misapprehension as to the functions of that Committee. The Committee have been chosen, as an independent body having no connection with the requisitioned ships, to advise the Government on technical matters in connection with the ships, the Government having no one in its service who is conversant with the details of the shipping business. The Government is always ready to consider sympathetically any representations that the owners may wish to make; but it does not consider that any useful purpose would be served by putting an owner on the Committee. The question of the employment of the ships for the needs of the Colony

is one on which the Government is advised by the Vital Requirements Committee, and Mr. H. P. White has been invited to accept a seat upon that body."

The Shipping Committee.

On the subject of remuneration our instructions from the Imperial Government were quite definite. We made representations about the rate of exchange and the cost and age of these vessels, which were between 27 and 43 years old, but our instructions remained the same. We were to treat them on the same lines as the vessels of the Indo-China Co. and the China Navigation Co. With regard to the point of the representation of the owners on the Shipping Committee, of which I was Chairman, there were two members, Mr. Sutherland, of Messrs. Jardine, Matheson & Co., and Mr. Young, of Messrs. Butterfield & Swire. They were appointed by the Shipping Control, not by the Government, and it was thought inadvisable to have the owners of these ships on the Committee which was a purely advisory Committee; but I think the owners will agree that I consulted them on every possible detail. Our most remunerative charter—the Wallowa—was made on the advice of Mr. Williamson, Chairman of the Shipowners' Protection Association, in the first paragraph of the petition it is said that:

"In or about the month of March, 1919, the Government of Hongkong notified your Petitioners of their decision to bring the said Steamships under Hongkong Government control. Your petitioners whilst protesting in every possible way did not oppose the action of the Government of Hongkong at the time, being contented, having paid under protest the moneys demanded, to leave the adjustment thereof to a later date as your Petitioners considered that their ships were required for furthering the interests of the British Empire in the late war and understood that moneys received by the Hongkong Government by reason of such action would after making adequate compensation to the owners be remitted to England and used in connection with the late war."

In clause 12 of the Petition it is stated that on the 19th January, 1920, the then Colonial Secretary made a statement as to the use to which the money should be put. I would point out that there is a large gap between the two dates."

Government Merely Agents.

When the scheme came into force this Government stated quite clearly that we were merely agents and any money that accrued was going to the Imperial Government. We then began to look into the details of the scheme and there was nothing at the time to show what the outcome would be. It was not merely a question of war risk. That was quite a minor point. The total sum spent on war risk was \$44,000. As a matter of fact, it was a question of the whole liability; anything may have happened; it was a question which way the war went, and the Government did not see why as agents it should take on this responsibility unless it was covered. We put the point to the Home Government and the Home Government asked us to take the whole risk. We accepted that and in the circumstances we could not pay over the receipts from the ships until we were out of the wood—until the result of the control scheme were known. We did not finally wind up the scheme until March, 1919. We then put the position before the Home Government and they allowed us to retain the profits which had been made. I want

that point to be quite clear. The scheme was not run with any intention of using the money accruing from it for the purposes of the Colony."

The Colonial Secretary added: The petition to the Council was received by me only shortly before one o'clock to-day I do not propose to go through it in any sense in detail. I mentioned that the Government was in entire sympathy with the owners and open to assist them as far as possible and I should like to take this opportunity to read the penultimate paragraph of my final report informing the Government of the conclusion of the work under the scheme:

"But the thanks of the Government are above all due to the owners of the ships, upon whose loyal and patriotic co-operation it has been able to rely from the beginning to the end. It must be remembered that the owners found themselves deprived of a very large part of their earnings, at a time of maximum freights when their competitors were making enormous profits; and there has been not one complaint. The Shipowners' Protection Association, whose title explains its object, has maintained most cordial relations with the Government throughout, and has given very great assistance. The Association's Chairman, Mr. S. T. Williamson, put his experience and advice wholly at the Government's service, and he did much to solve difficulties and to smooth away misunderstandings. It may be recorded that, in spite of the many points of law which arose and the inevitable differences of opinion, every question in dispute was invariably settled in a spirit of friendly compromise."

The Wallowa Action.

All I wish to do is to emphasise the point that this Government has been merely an agent in the matter; that it acted under the instructions of the Imperial Government which it has not been able to vary one jot or tittle. As you are all aware the Imperial Government has passed an Indemnity Act and the question was put to us whether we should come under that Act, or have a local ordinance to fit the local conditions. It was decided that, on the whole, a local ordinance would be the better method."

I do not quite know the point in the petition about myself but it was in the summer of 1920, when I was acting Colonial Secretary, that the Wallowa action was filed. It suited both sides not to go on at the time. I was going on leave in 1921 and as I was the only person who had intimate knowledge of the working of the scheme, it was agreed by both sides to defer action till my return. The Indemnity Ordinance was introduced while I was away and the point was raised that action in this matter of the shipping money had been delayed owing to my absence, and the Bill was accordingly held over until my return. We had been negotiating and now the Government finds it necessary to bring forward this Bill."

His Excellency the Officer Administering the Government put the motion for the second reading of the Bill and declared it passed. The Attorney-General thereupon moved that the Council go into Committee to consider the Bill clause by clause."

In Committee the Attorney-General moved verbal amendments to clause 1 and 3 which had been printed on the margin of the new print of the Bill and these were agreed to."

On the passage of the Bill through Committee being reported to the Council, His Excellency announced that it was proposed to take the third reading of the Bill on August 17th."

The Council then adjourned.

CORONER'S ENQUIRY.

A Suggestion of Foul Play.

Mr. R. E. Lindsell presided as Coroner with a jury of three yesterday afternoon, to enquire into the circumstances surrounding the death of a Chinese named Chung Young who had previously been certified as having died from double pneumonia and a fracture of the skull.

The Coroner informed the jury that the incident took place on July 11 and that after the police had submitted a report to the effect that Chung had fallen out of bed while suffering from pneumonia and had thereby come by his death, another report had been received suggesting foul play. Chinese residents in the neighbourhood, said the Coroner, had called on the Secretariat of Chinese Affairs, alleging that the deceased had come to his death as a result of being dropped out of a window. The object of the present enquiry was to ascertain whether there was any truth in the assertion. If it was found that there were grounds for that belief the jury's duty would be to bring in a verdict of manslaughter.

Dr. Valentine gave evidence regarding a post-mortem examination which he had held on the deceased, and stated as his opinion that it was probable that deceased, during delirium, which invariably accompanied pneumonia, had fallen out of his bed and had struck his head on the concrete floor. He admitted that it was possible, though not probable, that the man died as a result of having been dropped in the street while being carried.

A woman residing in the house gave evidence as to having heard a fall in the dying man's room, and, on running in to see what was wrong, had found the deceased lying head downwards on the floor.

After other evidence had been called the Coroner left it to the jury to say whether they were satisfied that death was accidental or not. No further evidence could be produced which would add further light to the case.

The jury returned a verdict of accidental death, the Coroner remarking that the allegations made were absolutely unsupported.

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SHANGHAI GOVERNOR FOR WU?

The Republican Daily News contains a report that Gen. Ho Fengting, who was recently alleged to be a partisan of the Fengtien cause, has sent arms from the Arsenal to a deputy of Wu Peifu. It was decided to send to Lunghua a protest against such action at a meeting of a political society reported in the same newspaper.

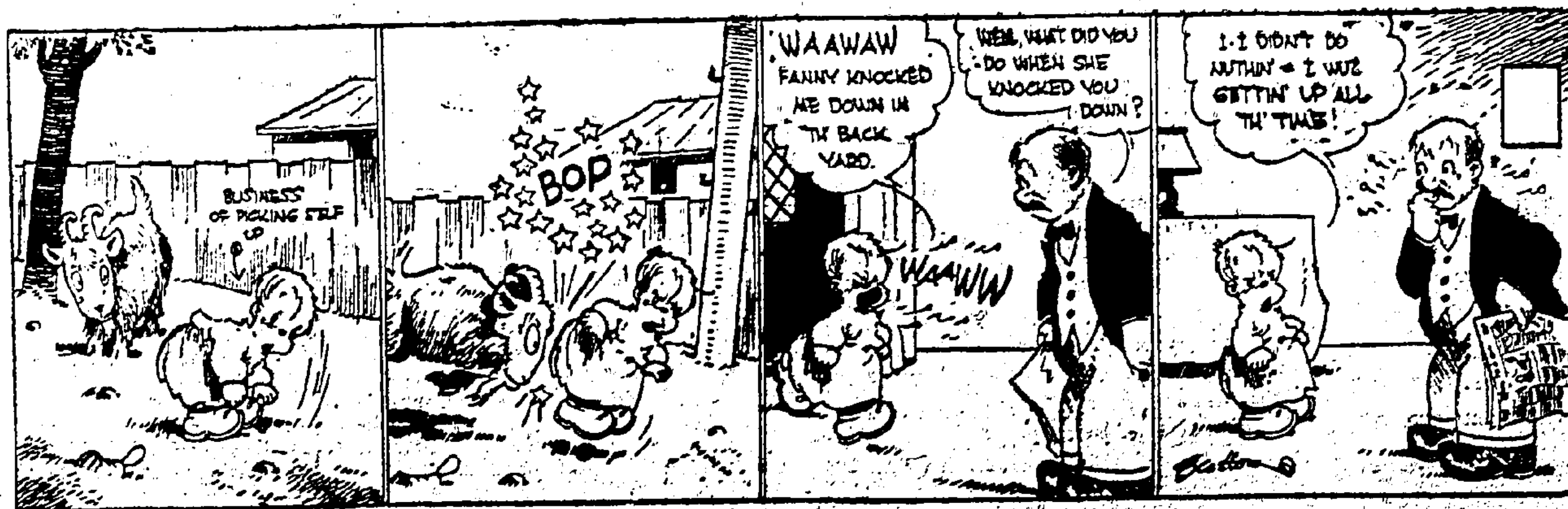
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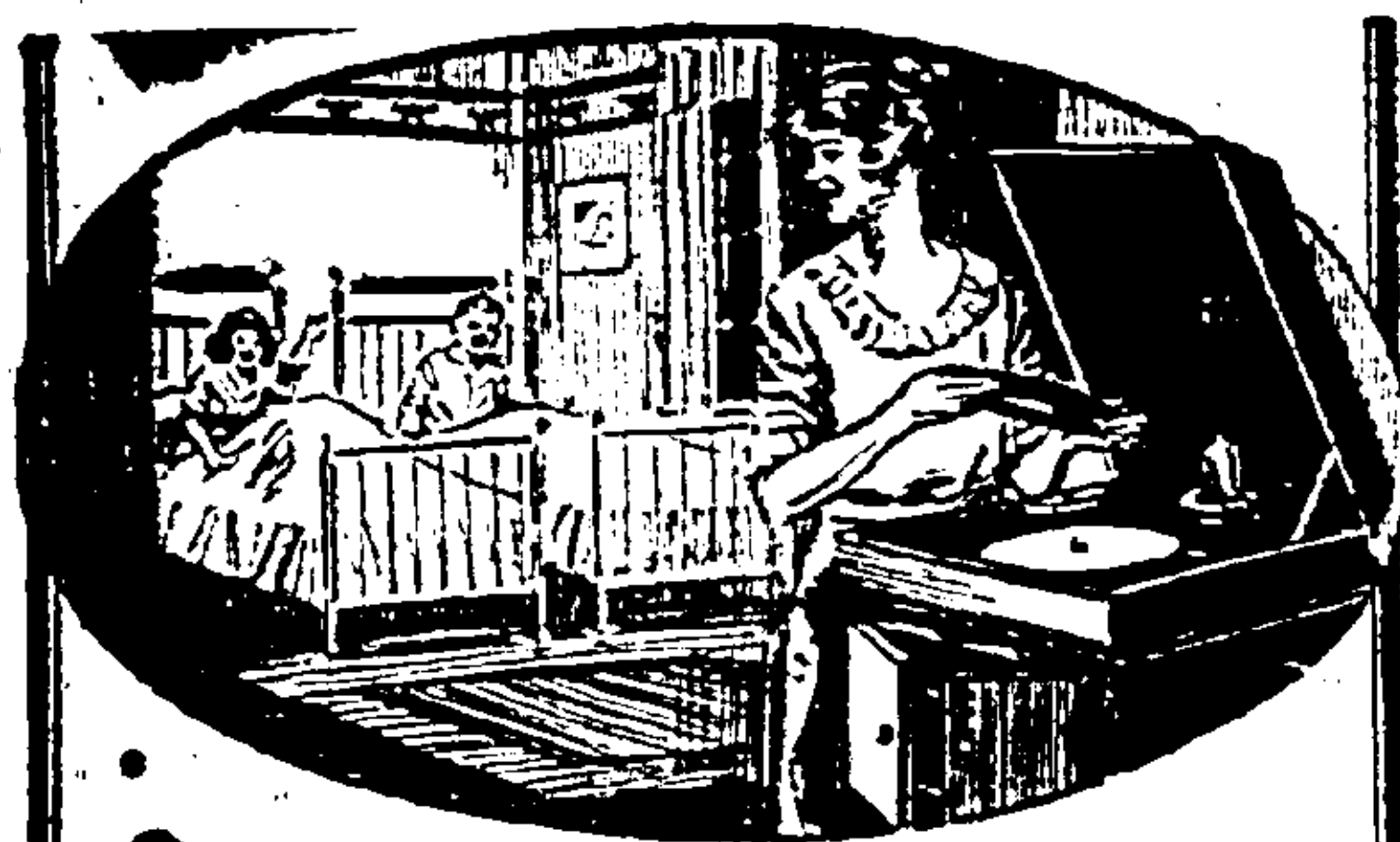
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HONGKONG, 4th August, 1932.

THE REGISTRATION BILL.

Judged from the standpoint of individual liberty, there have been few more important measures introduced into the Legislative Council than the new Registration Bill, the first reading of which was agreed to yesterday. We are hoping that before the proposed legislation is allowed to pass through its final stages the public will know a little more clearly than it does at present just what the aims of the ordinance are. In view of the Colony's recent strike experiences it does seem a reasonable precaution that the authorities should know what men are qualified to perform certain essential tasks in the case of an emergency, and the compiling of a register, recording our fitness or unfitness to do this or that, would be extremely valuable. So far, so good.

But we are going compulsorily to be made to supply the information desired, and the point arises as to whether, later, we are going compulsorily to be made to render services if and when called upon. The Bill is singularly silent on that last most important point. We have all got to register, and, moreover, we shall all be liable at any time to be called up to the Central Police Station or any other spot and suffer a cross examination by a police officer. If we don't go when we are asked, we shall be liable to a fine of \$350. We cannot but help holding the opinion that this places too great a power in the hands of senior police officers. We should not like to think that the powers of police officers in this Colony were going to approximate to the autocratic powers of certain police forces on the Continent, but our Legislative Council is seriously thinking of giving them the right to haul any man up whenever they want to find out something further about his abilities. Even let us presume that the register is all complete and that every man has willingly given information regarding what he can do if called upon, who is to be given the power to decide what is an "emergency" and when that is decided are we all to be liable to civil conscription?

We ask these questions in a genuine spirit of enquiry, for we know of no law at Home or in any other part of the British Empire where it would be possible for the Government to conscript the general population for, say, the purposes of breaking a strike. If the local Government is going to be given power to order free residents to do whatever it chooses apart from military service, we ought to debate that question now and not leave it until the panicky times of an "emergency." If the object of the framers of the new Bill is only to secure a register of useful information, our objection passes, but, except in the gravest emergencies (threatening the life of the Colony) there should be no attempt made to conscript civilians. Some official assurance on this point seems very necessary. As we say, we don't like the granting of such wide powers to police officers merely for the sake of finding out what people can do. The last strike crisis ought to have convinced the Government that residents have a willing spirit. That spirit is too valuable to be killed by foolish and irksome compulsory measures.

Shipping Control Profits.

The disposition of the profits which the Hongkong Government made as a result of the control of certain vessels during the war is still undecided. The owners of the ships concerned claim that the rate of remuneration laid down by the Government, when compared with working expenses, resulted in a considerable loss on working expenses. We do not know the exact extent of that alleged loss, but in the case of certain vessels mentioned in the petition presented at yesterday's Council meeting the total only comes to \$210,937, which compares with the Government profit of \$2,351,000 odd, which the owners wish to obtain. There are many strong points set forth in the petition. One is to the effect that the petitioners understood that the monies received by the Government, after the payment of compensation to the owners, would be remitted to England for use in connection with the war, whereas in point of fact they were used for no such purpose. The Government at one time intended to utilise the proceeds for educational and housing purposes, but, as a result of pending legal proceedings, these ideas were postponed. The complaint of the shipping companies is that it is unfair to make a special levy on a few concerns for such objects; and there is some reason in that standpoint. There is no doubt that shipping was badly hit by reason of the control scheme, no other industry being affected locally in the same way, and that is an additional reason why, if the money is not put to Imperial uses, it should come back to the people whose ships were used. Certain it is that the underlying original intention was never to use the profits for purely local objects which fall within the Government's ordinary budgeting. In saying so much, we are conscious that we have not all the facts before us, and it would be especially interesting to know the nature of the tentative proposal which the Government made to the owners, which met with the latter's approval and which was later withdrawn.

A 100 per cent. American.

Some people have doubted the existence of the "100 per cent. American." Evidently Senator McCumber, Chairman of the U.S. Finance Committee—who, we rather think, is one of those pushing the Ship Subsidy Bill through—is a 100 per cent. American in a literal sense. On hearing of the British Note respecting war debts, the Senator did not discuss it, or return a simple negative, but came out with this downright announcement: "We will never cancel Britain's debt." If this were the view of Americans in general, there would be little more to be said. The fact that the bulk of the money was really advanced to others, Britain lending the Allies her signature so that they might obtain funds which otherwise would have been denied them, is not, apparently, to count for anything, nor is the tremendous sacrifice which Britain has offered.

DAY BY DAY.

A MAN SHOULD NEVER BE ASHAMED TO OWN HE HAS BEEN IN THE WRONG, WHICH IS BUT SAYING, IN OTHER WORDS, THAT HE IS WISER TO-DAY THAN HE WAS YESTERDAY.—Pope.

One non-fatal case of plague (Chinese) was notified yesterday.

To-day is the 8th anniversary of Britain's declaration of war on Germany.

Quarantine restrictions imposed on Hongkong by Amoy have now been withdrawn.

Three deaths occurred aboard the Empress of Russia during the voyage from Vancouver to Hongkong.

The late Dr. Gregory Paul Jordan, LL.D., of Hongkong University, left estate in England valued at £6,114.

Amongst the passengers who arrived by the Empress of Russia were the Hon. Mr. E. D. C. Wolfe, Col. and Mrs. Wheeler, Major Dabuz, Mr. A. C. Little and Mr. W. A. Butterfield.

For failing to observe the rule of the road in the harbour, the masters of the steam launch Fook Tai and the River Steamer Tai On were fined \$15 each at the Marine Court, before Comdr. Beckwith, this morning.

The Master of the Keng Hoi was fined \$10 at the Marine Court this morning for carrying 30 passengers in excess of the number allowed by his licence. The master of the motor-boat Kwong Nguan Seng 1 was fined \$5 for carrying seven excess passengers.

Hung In, whose bail was estreated at the last Criminal Sessions, because he failed to put in an appearance, has been arrested. He was brought before Mr. Justice Wood yesterday afternoon and the case was adjourned until the next Criminal Sessions. He is charged with uttering forged instruments.

The inhabitants of Shiu Hing (a town on the northern bank of the West River, are victims of a very serious flood at present. We are informed that Mr. F. C. Ma, B.A., has organized a Flood Relief Entertainment at Po Hing Theatre, Yau-mat, for three successive nights, beginning on August 7th.

Mr. McCumber, to all appearances, is out for twenty shillings in the pound from Britain, whatever arrangement America may have to content herself with in regard to the loans made direct to other Powers. As the British Note acknowledges, this is only in accordance with the terms of the bond. Of course, the United States also disbursed huge sums. For some time heated controversy has been raging at Washington and other parts of the country in regard to the soldiers' bonus Bill, the question being where to obtain the funds which goes a long way to explain the unpopularity of the suggestion to cancel Britain's liability. At the same time, taking things all round, the U.S. came out of the ordeal lightly in comparison with the European Powers. Irrespective of this, the United States would benefit greatly from the remission of the debt, the pivotal factor in an all-round adjustment which would clear the way for a substantial improvement in the economic situation. Enlightened Americans recognise this, but as the majority evidently do not, Europe must struggle on as best she may.

Watch Ngai!

General Ngai Bong-ping, true to the opportunist character, has been sitting on the fence since he helped Dr. Sun in the early stages of the Canton struggle. In this instance perhaps there were valid reasons for that attitude, seeing how involved the position is. General Ngai is so determined to maintain his neutrality that he turned down the post of Civil Governor, which was offered to or, rather, sought to be forced upon him. To be sure, that office cannot be an enviable one at the present time. It is now reported that General Ngai is planning to get Sun safely away from Canton. If he does that, he will probably have contributed something to the welfare of the Republic.

DISTRESSED KWANGSI.

In the Wake of Sun's Army.

"Trail of Misery and Wretchedness."

(From Our Own Correspondent.)

Nanning, July 11th.

Since May the 19th, when the last of Sun Yat-sen's Army fled out of Nanning in the middle of the night, after a futile attempt in at least four places to set the city on fire, this part of the province has enjoyed a season of comparative peace.

The disappearance of the Canton army was the signal for a violent outbreak of rejoicing, cracker-firing and feasting. Flags of welcome appeared at every door, and the thin, sick, bedraggled Kwangsi soldiers who limped and swayed into the city must have felt remarkably flattered by their reception.

Terrible Time.

There is no question about it—they have had a terrible time. The English doctor at the hospital tells of men who have come with broken limbs which ought to have been set months before, cases of phthisis, dysentery, beri-beri and all sorts of neglected diseases, which should have been treated long ago. But what could they do? They had been driven out to the hills, and there they wandered starving except when they could obtain food from some unlucky village, sheltering in the caves or exposed in the open. And now, after long suffering, they have marched back into the city—a tattered but victorious army.

The country people begin to take courage. The few remaining men have crept out of their hiding places; the women appear in the market-places with their loads of vegetables. The streets to-day are full of people coming and going—the usual crowd of strollers go past in the evening, but a different crowd, different in a subtle way which strikes you as puzzling until you realise what it is. This is a Kwangsi crowd, instead of the procession of Canton gentlemen with foreign clothes, their canes and their Panama hats, to which we had grown accustomed.

Once more, on these hot summer nights, doors are left open, women gossip on the threshold and flap their palm-leaf fans and children play in the moonlight. An old town-crier went by just now—"Lost, a wife of nineteen years old." (Description in detail.) "Anyone giving information about her will be rewarded with three or four dollars!"

Death on Spies.

With the restoration of the city, reprisals soon began. Any man accused of being a friend of the enemy was seized and brutally killed. A procession of victims would be dragged along the streets of the city and out of the North Gate. It would have been an actual relief to have heard the usual firing and to know that the men were out of their pain, but the silence was sinister. Death by a thousand cuts was more to the liking of these infuriated men and women, who had lost wives and husbands and children at the hands of the retreating army.

A few courageous motor-boats have made their way up to Nanning, bringing in mails and long-delayed cases of stores, etc., which were warmly welcomed by the foreigners. When you have lived for weeks on sour bread, no butter and a minus quantity of other things which you always supposed were necessities, you appreciate the appearance of these commodities on your table once more, to say nothing of intoxication of a big mail.

With regard to the mail, though, it is always a matter of wonder how the mail-service is efficiently kept in spite of enormous difficulties. Again and again the runners in the province have been attacked and some even murdered, but the mail-service still continues. These plucky men run with their lives in their hands, but they do run; and the Chinese postal service remains one of the marvels of this extraordinary country.

Trade at Standstill.

It will be an immense relief when the river is really open again and boats can come and go in safety. Of the last (three) motor-boats which left here a fortnight ago, one was fired on twice and searched four times and the other two are still in Kwai Yuen, afraid to venture further on account of robbers.

MACAO SENSATION.

Five Bomb Explosions.

Telegraphic information reached Hongkong this morning of five bomb explosions at Macao last night, evidently the work of Chinese malcontents bent on interrupting the renewed normal conditions of the city.

One of the explosions caused the death of a Chinese, besides wounding a few, all of whom were members of one family, and was also responsible for the outbreak of a fire.

Our informant states that conditions are quiet, but Chinese traffic to and from Macao is under control of the authorities.

MALAYA BOXING.

Chinese Champion's Success.

(From Our Own Correspondent.)

Singapore, August 4.

Malaya's first professional boxing tournament was a great success.

In the principal event, Teng Kee (Chinese champion) knocked out the Eurasian, Carvalho, in the first round, attacking brilliantly. The men had met twice previously, and each had won once on points.

PLANTER SENTENCED.

For Assaulting Tamil Coolie.

(From Our Own Correspondent.)

Singapore, August 4.

Mr. McLean Roberts, a planter of Malacca, was sentenced to three months' imprisonment for assaulting a Tamil in a brutal fashion.

MORE SNATCHING.

European Prison Officer Victimised.

A European attached to the Prison Department had an exciting experience this morning when a fountain pen which he carried in his breast pocket was snatched by a pickpocket, who ran off with it.

The attempt occurred outside the Post Office, where the European was waiting to board a tram. In spite of the fact that a crowd was on the spot, no attempt was made to stop the thief, who would have escaped had it not been for another European whose attention was aroused by the sound of the whistle and who intercepted the man as he endeavoured to run down the road, hotly pursued by the victim. The pen was recovered, it is alleged, in the snatcher's possession.

The man will be brought up before the Magistrate to-morrow.

So once more trade is practically at a standstill, and there can be no coming and going.

Meanwhile, the longed-for rain has come, and there is good hope that at least some of the rice crop may be saved. It is little enough as it is, for many farmers have had cattle and seed all stolen from them and are not attempting to plough their fields.

One wonders sometimes if Dr. Sun Yat-sen realises anything of the long trail of misery and wretchedness, of pain and heart-broken sorrow, which he and his army have left behind them. Many of the young countrymen, who were press-ganged by the Canton soldiers to help to carry their loot over the mountains to the border of the next province, have never returned. Others have come back broken in health, telling of comrades who fell, kicked and beaten, to die by the wayside.

A Contrast.

Away over there somewhere to the east lies Hongkong, with its busy harbour, its wide streets, its ice, its electric fans, its plentiful supply of the good things of this life. Perhaps out of the abundance of its comforts it would be good sometimes to look away beyond those blue hills on the mainland and realise a little of the anguish of suffering of these almost neighbours in the ruined province of Kwangsi.

THE WATER SHORTAGE.

Big Chinese Meeting.

The meeting of the Committee of the Tung Wah Hospital and representatives of the various Chinese commercial unions held yesterday afternoon to consider the suggested scheme of the Government of introducing water meters into Chinese dwellings in the rider main districts, was a decided failure in as far as discussion on the agenda was concerned. The meeting was largely attended and took place in the spacious hall of the Hospital Mr. Lo Chung-kue occupying the chair.

The fiasco was the result of dramatic circumstances. In the first place it was held that a Kai-fong or mass meeting should have been called in view of the extensive interests involved in the Government proposal, which affects the whole native population. Some of the speakers said that discussion was impossible and useless because they did not know what was the exact matter to be considered in the absence of a detailed statement of what the Government really intended to do in the water question, indications of which could not be found in the terse notice convening the meeting. None of the three objects of the meeting was touched upon.

However, the discussion on the general effects of the water shortage was not without interest. The feelings expressed showed a suspicion as to the truth of a water shortage. The question was asked as to which class of people were responsible for the inadequacy, if there was any at all, and one of the speakers gave out as his belief that the waste of water imputed to his national was due to holes at the bottom of the Tytam reservoir. Eventually it was resolved that the Chairman and several of the Directors of the Hospital interview the Secretary for Chinese Affairs to obtain explicit information as to the actual intention of the Government and to obtain permission to hold a Kai-fong or street committee meeting.

Introduction of Water Meters.

The Chairman commenced the proceedings by stating that the meeting was called to discuss the suggested introduction of water meters in Chinese houses in the rider main districts, which had been referred to at the last meeting of the Chinese General Chamber of Commerce. The three questions that called for the attention of the meeting were: (1) Introduction of water meters to houses in the rider main districts under the existing meter system. (2) The introduction of meters under the suggested scheme "the abolition of the free water allowance, but the charge to be reduced from 75 to 25 cents per 1,000 gallons"; (3) If the first two proposals should be found unacceptable then the Chinese would have to get their water from street fountains. The Chairman said that the meeting should decide which of the three suggestions be accepted.

Mr. Ho Kwong said that before the speech-making started he would like to emphasize that the water question concerned the whole Chinese community. This was strictly a meeting of the Committee of the Hospital and representatives of the commercial unions, which were entitled to send only one man. The general public might later ask why they had not been given an opportunity to discuss a matter which affected them. Perhaps the limited accommodation afforded by the hall precluded a larger gathering, or the Chairman had other reasons. He would like to hear Mr. Lo Chung-kue on the matter.

The Chairman said that he had weighed in his mind the advisability of calling a Kai-fong meeting, but the authorities did not permit him to do so.

Mr. Ho Kwong: I see. The Secretary for Chinese Affairs did not permit. I just wanted to know the reason.

In reply to a question by Mr. Li Po-kwai as to whether it was known if the Government would introduce water meters, the Chairman replied, "That is a question that can only be answered by the Government."

Mr. M. K. Lo said that the meeting would like to know definitely from the Chairman as to whether it was intended by the authorities that the proposals

should be adopted, and that they wanted to know which of them the Chinese approved. Unless the information was forthcoming it seemed to him that discussion was impossible in the absence of any definite basis.

The Chairman replied that the Secretary for Chinese Affairs told him to call this meeting. He understood it was the Government's intention to introduce water meters, but their installation would not be compulsory. The Chairman directed one of the clerks to read a letter sent in by the Kai-fongs relating to the water shortage.

Kai-fongs Astounded.

The letter stated that after reading the notice the Kai-fongs were astounded that they were not invited to the meeting in view of the importance of the issue. Previous attempts to introduce water meters and the strenuous opposition raised by the Chinese were recalled as well as the amount of money which the Chinese had contributed to secure the benefit of the rider main system. The letter stated that by introducing water meters, the Government not only broke a promise which they made when the rider main system was inaugurated, but would also be responsible for endless trouble among Chinese residents over the proportionate payment for water consumed as most Chinese dwellings were tenement houses. The Kai-fongs were puzzled as to why the pressure at house taps had lately decreased. Particular stress was laid on the importance from a sanitary point of view of giving the Chinese a reasonable supply in the hot weather. The letter concluded by asking if it was possible to convey water to Hongkong from other places.

It was asked what reply the Tung Wah Hospital would give to the Kai-fong's letter. In this meeting there was the danger that any resolutions passed would not meet with the Kai-fong's approval.

The Chairman suggested that a committee be appointed to interview the Secretary for Chinese Affairs to ascertain the Government's attitude.

Illustrating the importance of knowing the attitude of the Government, Mr. M. K. Lo said that if they should, for instance, discover the reason for the introduction of meters was to find out the consumption of the Chinese, and if to whether any charge was to be made for the meters and the water supplied.

Mr. T. N. Chow said that it appeared to him that it was the Government's wish to find out if the Chinese approved the suggested scheme of paying water at the rate of 25 cents per 1,000 gallons or if they preferred to get their supply from street fountains. As most of those present had water meters and were, therefore, not affected by the contemplated action of the Government, it would be impossible to reply to the opinion of the general public was on the proposals. Mr. Chow suggested that permission be applied for to hold a meeting of Kai-fongs to let them consider the proposals.

A Senseless Allegation.

That it was a senseless allegation to say that the poorer classes wasted water, was the remark of Mr. Li Po-kwai, who said that it was unthinkable the Chinese affected by the restrictions would waste water which they got with the greatest difficulty. He thought it was the people with water meters who had been wasting it.

The Chairman repeated the suggestion to appoint a committee to interview the Secretary for Chinese Affairs, but received no support.

The suggestion was made by Mr. Tse Shui-tong that the meeting consider the more immediate problem, which was to relieve the present hardships. The meter question was one of secondary importance. The commercial unions had sent a joint petition to the S. C. A. and the Water Authority, asking that the street fountains be supplemented and that the hours in which water was turned on in Chinese houses be increased. He wished to know if the concessions could be granted. He could not understand why there was still an acute shortage despite the torrential rains they had had lately.

Holes in Tytam Reservoir.

"It is my humble opinion that the shortage is due to holes in the bottom of the Tytam reservoir," said one speaker. He said that it was a common allegation

CORRESPONDENCE.

(To the Editor of the "Hongkong Telegraph")

France and the Allies.

Sir,—In your leader of yesterday, I read the following:—"France proposes that Britain shall forego all war debts and reparations, leaving the Republic free to extract all she can from Germany."

It may be inferred from this assertion that France has now adopted the very objectionable policy of squeezing as much as she can from both the Allies and Germany, whereas, as a matter of fact, France has already consented to so many reductions in her just claims recognized by the Treaty of Versailles that she wonders whether Germany will fulfill the said Treaty to any substantial extent.

The cable on which your opinion appears to be based reads thus:—"London, July 14th. The inspired French press is urging that France should be compensated for acceptance of smaller payments by the cancellation of foreign debts." In other words, France cannot consider any further reduction of her rights without now endangering her national life, and because of the frightful damages systematically done by Germany during the war, she cannot afford to cancel her credits if her war debts are not simultaneously cancelled.

But before resorting to such extremes, it should be carefully enquired whether Germany "has done her utmost to keep her engagements." If on the contrary, it is shown that a gigantic system of evasion has been created (Reuters cable London, July 16), necessary measures must be taken, namely: "1.—The control of German finances; 2.—The administration of German business undertakings; 3.—Deliveries in kind instead of cash payments." (London, July 14)

As a proof of the reliability of the Versailles Treaty and the confidence the Allies have in the good faith of Germany, it may be reminded that France is quite ready to pass on to her creditors in reduction of her debts a proportionate share of her rights against Germany solemnly acknowledged by the Allies. This scheme has met with no consideration, since Germany is a bad and ill-willing debtor.

Thanking you for publishing this letter.

Yours etc.

A READER.

Hongkong, 4th. August, 1922.

SHIMIDZU LOSES.

New York, July 27.—Vincent Richards defeated Zozo Shimidzu of Japan in the Metropolitan tennis tournament round today, 7-5, 1-6, 6-8, 6-3, 6-4.

tion against the Chinese that they wasted a good deal of water, but the possibility was overlooked that the water had run out from holes in the bottom. The construction of the Tytam reservoir was, of course, under the supervision of expert engineers, etc., but it was just possible they might have overlooked certain details in the work.

After further discussion the meeting terminated with the decision afore-mentioned.

DAIRY FARM NEWS.

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MISSIONS TO SEAMEN.

A Year's Work in Hongkong.

From the annual report of the Missions to Seamen in Hongkong we take the following:—

Though in the current account we finished the year with a good balance in hand, in reality the annual financial position of the Missions to Seamen in Hongkong is none too strong. In order to raise the necessary amount to pay to the Government our share towards the Praya East Reclamation, we have had to mortgage the present Institute, and the payment of the interest on this will be an extra expense which we shall have to meet. While, of course, we hope eventually to come out easily on the right side, yet we have to keep in view probable future expenses in the way of building, and we desire to be able to transfer from time to time sums of money from the Current Account to the Reclamation Fund or No. 2 Account, and so during the next few years accumulate at least something towards the final expenses of the New Institute. At the same time the work with all its necessary expenditure will be proceeding, and we hope, progressing, and the question of an Assistant Chaplain will have to be settled, as his stipend will have to be paid out of local funds. It will be seen from this that we badly need all the help that we can get.

We are extremely grateful to all subscribers and donors for help given in the past and especially during the past year. Mr. G. M. Dodwell, our Treasurer, put in much good and effective work in raising subscriptions, which are about \$1,730 in advance of subscriptions made in the previous years.

Captain E. R. G. Evans, C.B., D.S.O., R.N., has kindly undertaken to raise on our behalf the magnificent sum of \$1,000 of which over half has already been paid over to us. This gift is all the more generous because he has already sent £500 to the Headquarters Fund of our Society in London. Such help willingly offered by one who had had so much and so varied experience of

seafarers in all sorts of hard places come as a tremendous encouragement to us in our work.

Towards the end of the year the Missions to Seamen in Hongkong entered into an agreement with the Colonial Government to contribute towards the cost of the Praya East Reclamation upon the terms and subject to the conditions of the Praya East Reclamation Ordinance of 1921. The lot we have in view at the completion of the work of reclamation is excellent, and if we finally decide to build on it, we shall have room for a better Institute than even the present one. The final decision will be made later on, when perhaps the future arrangement of the harbour and its shipping will be known. Meanwhile the Committee feel that under the circumstances we are extremely fortunate in acquiring such a good site.

Approximate summary of work accomplished by agent and representatives of the Missions to Seamen in Hongkong during 1921.—Visits to ships of all sorts, 2,000; visits to hospitals, 54; services held afloat, 18; services held in Institute, 54; occasional services etc., ashore, 17; Holy Communion held afloat, 3; Holy Communion on shore, 9; social entertainments, picnics, tennis parties etc., 96; attendances at services held afloat, mostly in H. M. Ships, 2,688; attendances at services in Institute, 1,272; attendances at occasional services, 252; attendances at Holy Communion afloat, 9; attendances at Holy Communion ashore, 54; attendances at social functions, 1,416.

It is mentioned in the report that amongst the things needed are more regular subscribers, and a good supply of books, magazines and papers for distribution amongst the crews of ships, lighthouse keepers, etc., as there is nothing the men ask for so often as "reading."

Subscriptions and donations during the year totalled \$6,047.40, whilst the balance in hand on the 31st. December last was \$6,512.31.

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CAMERA NEWS



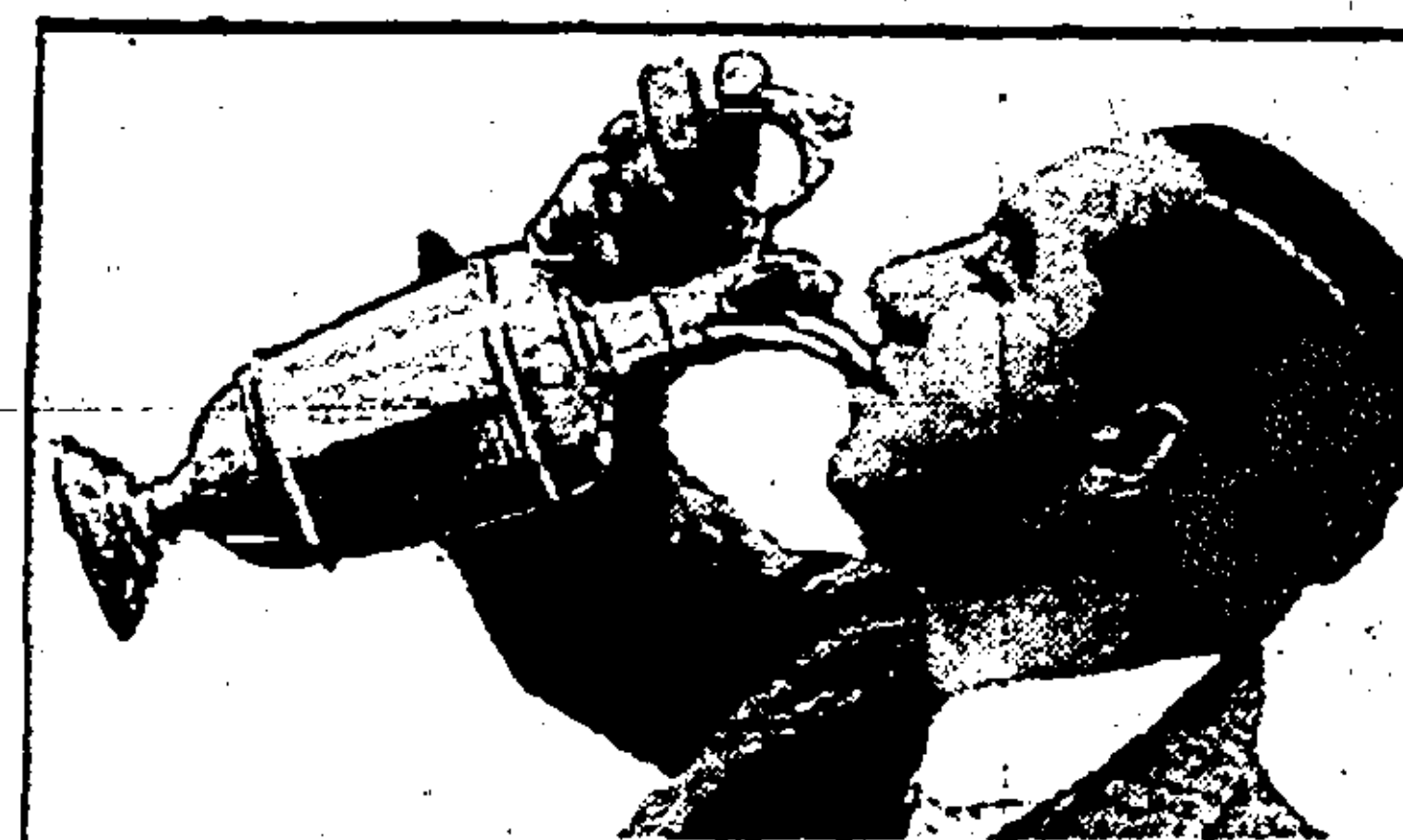
Jess Willard, former heavyweight champion, skipping the rope in preparation for his bout with Jack Dempsey.



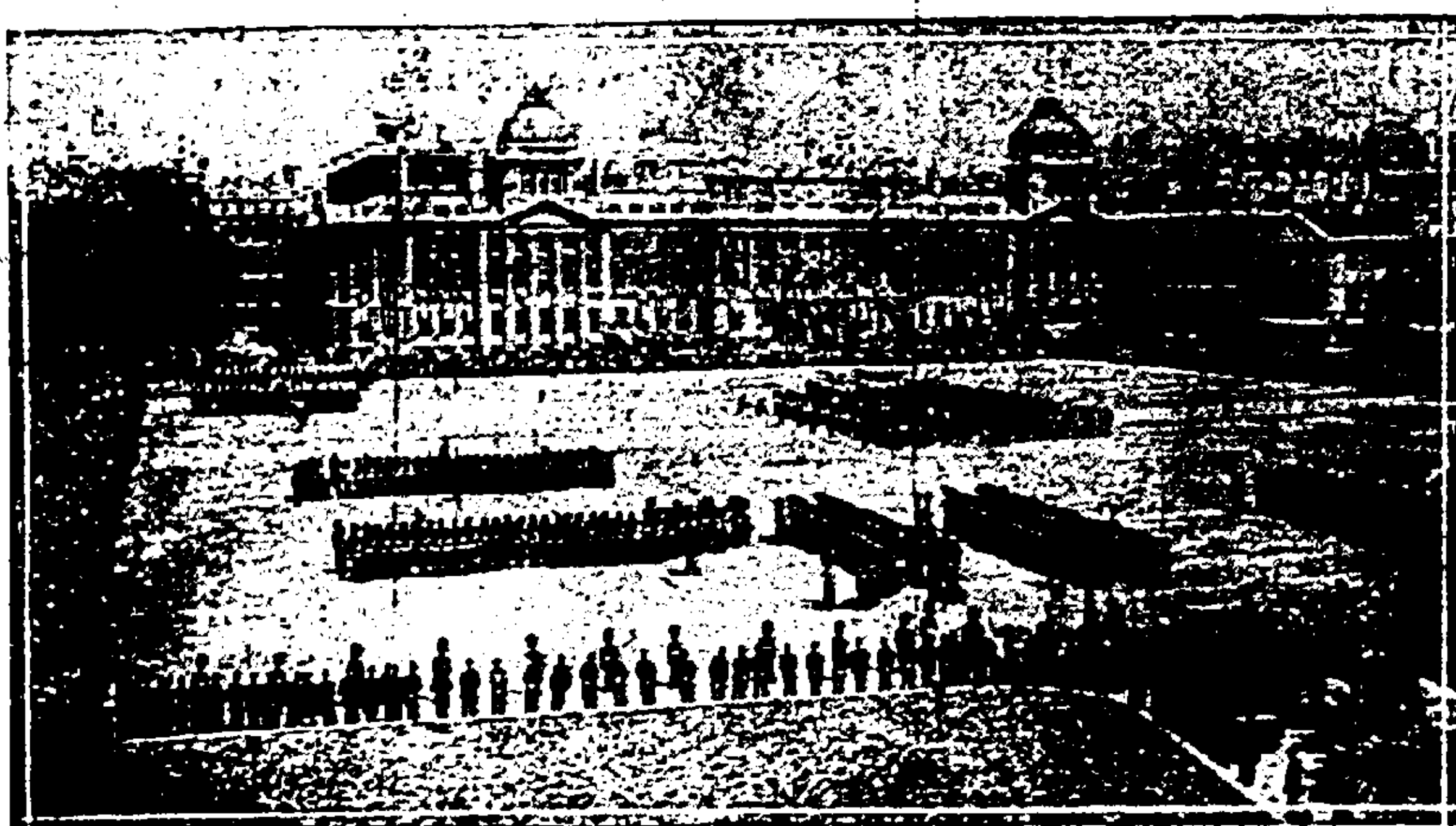
Walter Hagen, who won the British Open Championship.



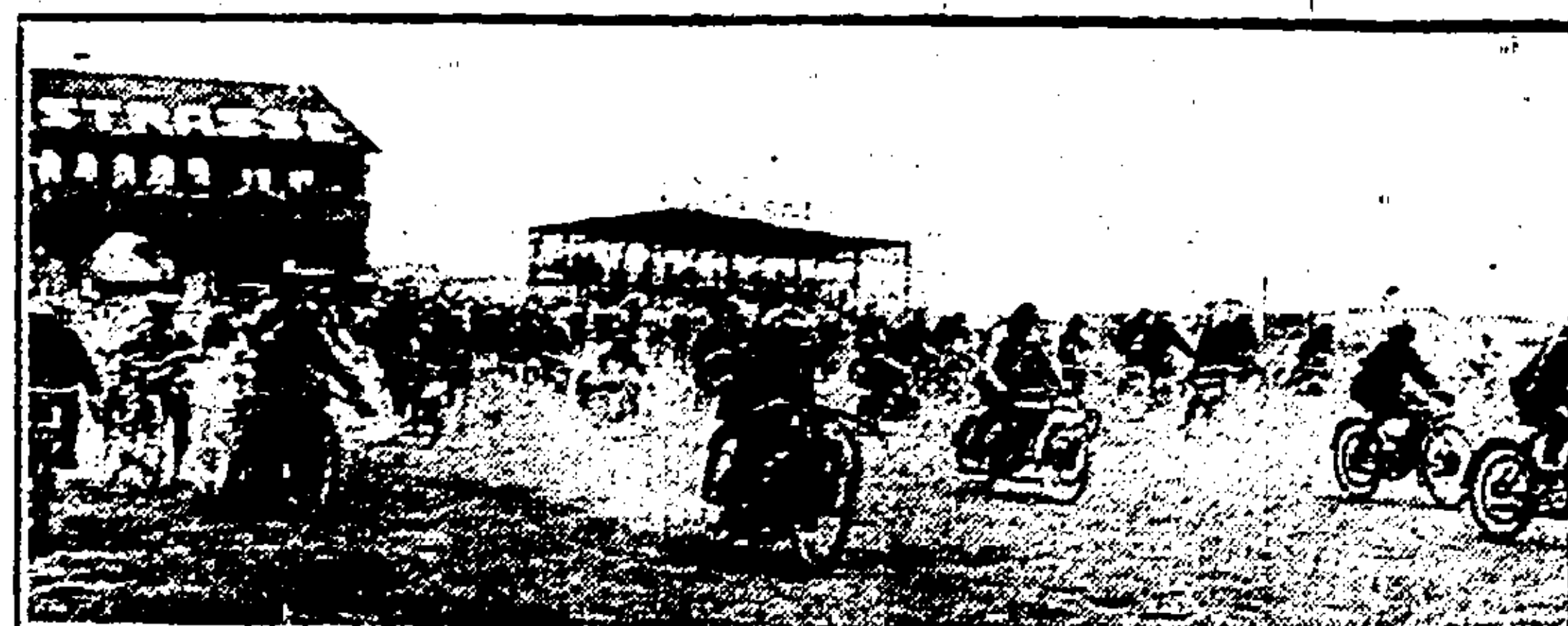
Royalty at Epsom. Princess Mary is in the centre, her husband, Viscount Lascelles, at her right, and the Duke of York, on her left.



Walter Hagen takes a drink from the cup he got for winning the British golf championship.



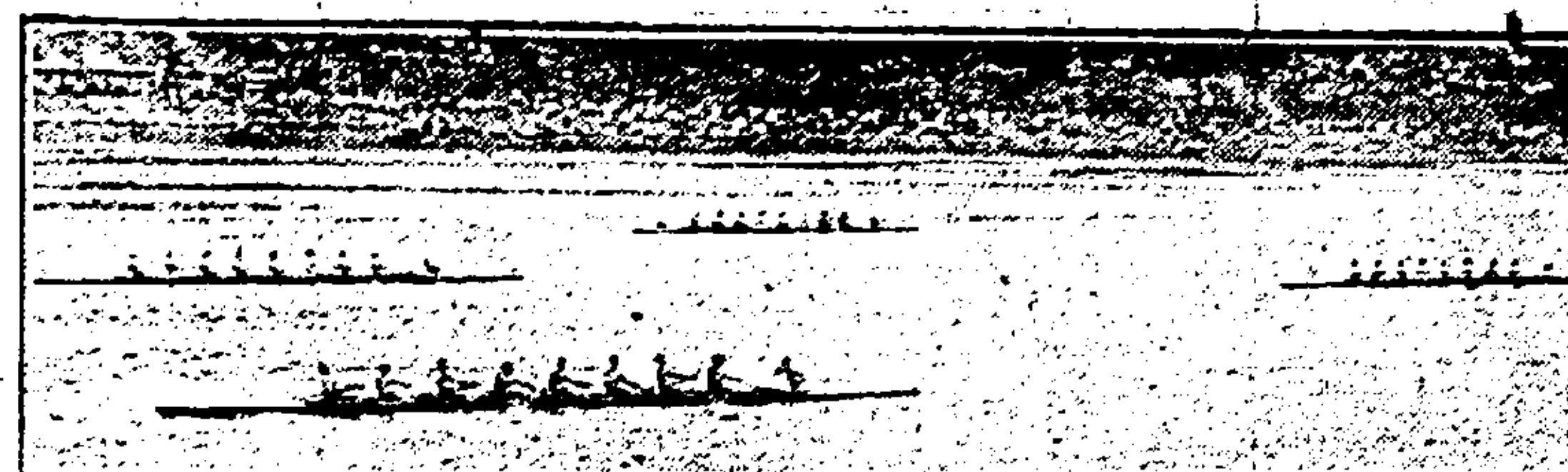
Trooping of the colours by the Horse Guards in London, on the birthday of King George.



Motorcyclists of all Germany compete in the annual races at Gruenewald. Albert Schuster, of Chemnitz, finished first.



The U.S. Navy crew which won the collegiate rowing match at Poughkeepsie.

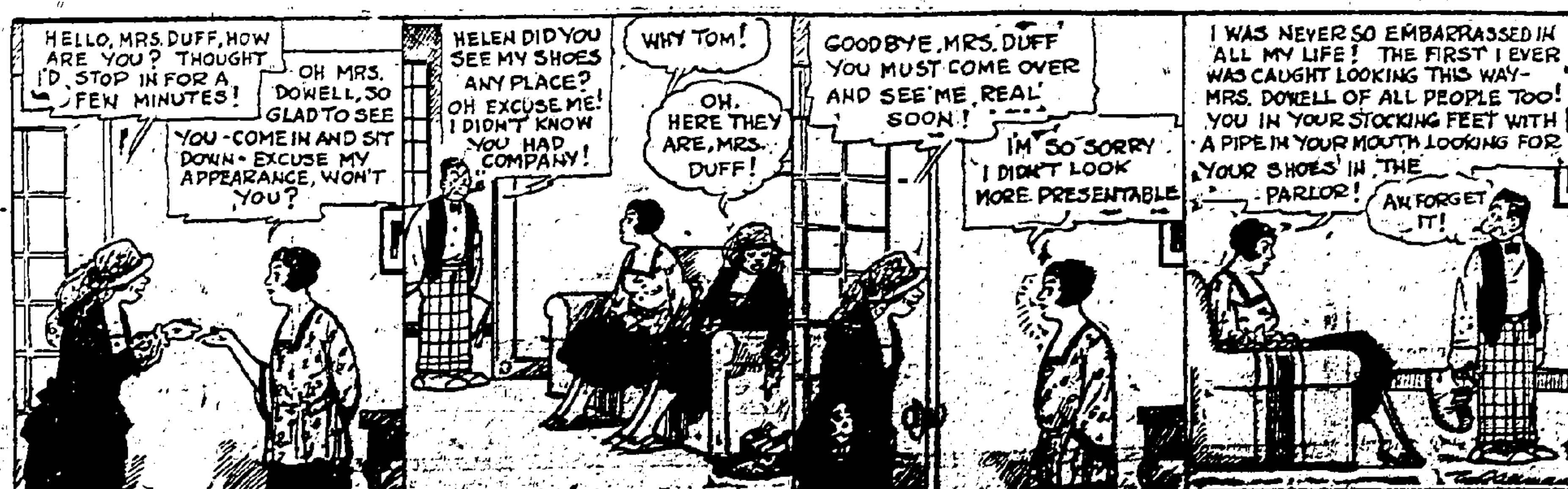


The Navy eight (lower left) first across the line in the collegiate regatta at Poughkeepsie. University of Washington (upper left) second, Syracuse third and Cornell fourth, Columbia was fifth and Pennsylvania last.

DOINGS OF THE DUFFS

The Unexpected Caller.

BY ALLMAN



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Shanghai, Kobe, Yokohama	AMAZONE 11,000	On or about 15th Aug.
Shanghai, Kobe, Yokohama	ANGOR 15,000	On or about 1st Sept.

Destination	Steamer & Displacement	Sailing Date
Shanghai, Kobe, Yokohama	ANDRE LEBON 22,000	On or about 14th Aug.
Shanghai, Kobe, Yokohama	MAOISE 15,000	On or about 22nd Aug.
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COMMERCIAL NEWS.

COLD-STORAGE INSULATION.

The Engineering Committee of the British Food Investigation Board has issued a report containing much information of interest to those concerned with cold storage insulation on ship-board. The committee investigated the insulating properties of various materials used for cold storage construction and found the most promising one to be rubber expanded by gas into a highly cellular form. When viewed under a low-power microscope, the material shows a structure made up of minute cells bounded by rubber membranes and forms an exceedingly light solid of a density varying from 0.059 to 0.012 (3.7 to 7.5 lb. per cubic foot). The air cell structure with thin boundary walls of low conductivity material is the ideal one for heat insulation. The conductivity of this material is about 0.000085, which is about one-and-a-half times that of still air and lower than that of cork or any other substance studied by the committee. It may be further mentioned that cork, slagwood, charcoal and wood fibres, when of good quality and dry, have practically the same thermal conductivity, viz.: 0.00011 gm. cal. per second per cm. per 1 degree centigrade. Still air has a thermal conductivity of only 0.00005, or barely half of that of these last named materials.

KOBE STEELWORKS.

On the 15th inst. a meeting was held at the Toshikin restaurant, Higashi-shinkai, Kobe, of the recently discharged workers of the Kobe Steelworks, supported by the Kobe Labour Union of which Messrs. T. Kagawa and J. Kimura are the principal figures. Numerous "spies" of the company were believed to be among the audience, and the lights were dimmed with a view, it is said, to preventing employed workers in attendance being distinguished by the spies. Messrs. Shibata, Ogawa, Ohta, Hashimoto and Ito, all interested in the local labour union, and Messrs. Kagawa and Kimura agreed in censuring the improper way in which the company recently discharged 50 workers. In connection with discharges of workmen, it will be remembered, some strange charges were made against the management of the Kawasaki Yard some time ago regarding the use of inferior materials in Government orders and getting it passed by fraudulent means. In connection with the Kobe Steelworks' discharges similar charges were made at Saturday's meeting, the allegation being that the company had supplied inferior torpedo discharge tubes. It is hardly likely that, from the circumstances under which the charge is made, much attention will be paid to it. The fact of making the charge now is as much as to say that if employment had been continued the offence would have been kept dark.—Japan Chronicle.

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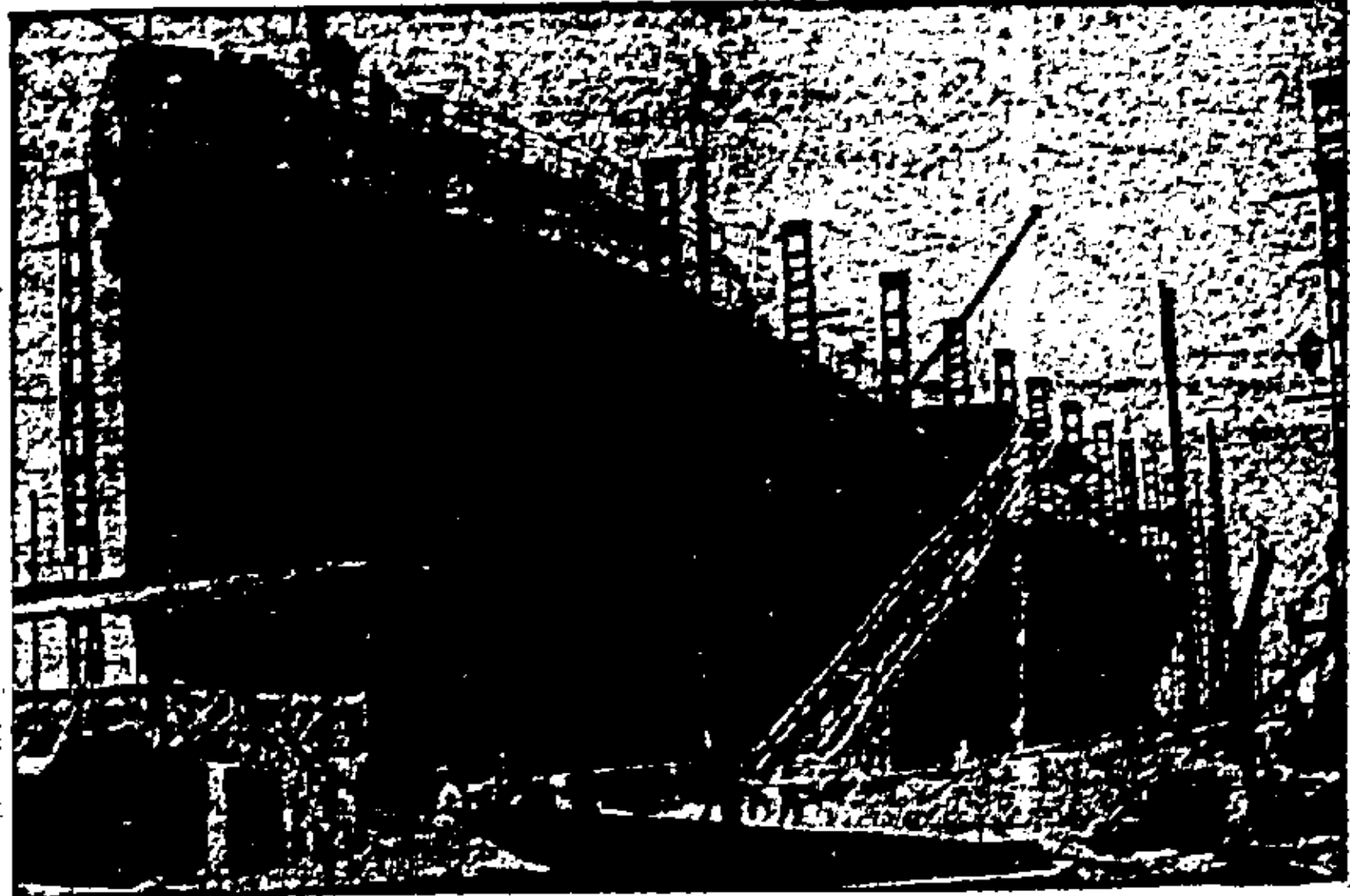
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COMPANIES INCORPORATED IN ENGLAND
 TO STRAITS, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MATRINUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, GULF, SYDNEY, etc.
 PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS
 (UNDER CONTRACT WITH H. M. GOVERNMENT)

S.S.	Tons	From Hongkong (about)	Destination
SARDINIA	6,684	16th Aug.	Miles, London & Antwerp
SICILIA	6,702	19th Aug.	Spore, Pang, Cho & B'way
JEYPORE	6,530	29th Aug.	Miles, London & Antwerp
DEVANHA	8,092	30th Aug.	Miles, London & Antwerp
NOVARA	6,850	13th Sept.	B'way, Miles, L'don, Antwerp
MACEDONIA	11,000	27th Sept.	Miles, London & Antwerp
KALYAN	9,000	11th Oct.	Miles, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

TANDA	6,936	14th Aug.	Cta via Spore & Penang
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EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,000	31st Aug.	Manila, S'pore, Thurs. Is. Cairns, Townsville, Brisbane, Sydney and Melbourne.
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SAILINGS TO SHANGHAI & JAPAN.

SICILIA	6,702	5 Aug. noon	Shanghai only.
G. APCAR	6,649	7th Aug.	Amoy, Shanghai & Kobe.
NOVARA	6,850	12th Aug.	Shanghai & Japan.
TAKADA	6,949	15th Aug.	Shanghai & Japan.

S. Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Messing not more than 24 lbs. x 16 in. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel.	Due Hongkong.
---------	---------------

S.S. "GLENADE"	15th August.
S.S. "GLENARIFFE"	30th August.

HOMEWARDS.

Vessel.	Leaves Hongkong.	Discharges.
---------	------------------	-------------

S.S. GLENBEG	4th Aug.	L'DON, H'AM, A'WERP, H'BURG.
S.S. GLENSHANE	25th Aug.	G'OA, L'DON, A'WERP, H'AM, H'BURG.
S.S. GLENLUCE	2nd Sept.	G'OA, L'DON, A'WERP, H'AM, H'BURG.

Movements are subject to change without notice. For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.

THE GLEN LINE, LTD.

AGENTS Telephone No. 215, sub-ex. 23 and 3595

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjibodas	Java	10th Aug.	6th Aug.	Japan
Tjimanok	Java	5th Aug.	5th Aug.	Amoy, Shai, D.
Tjilatjap	Java	5th Aug.	10th Aug.	Soerabaya
Tjisondari	N. China	9th Aug.	11th Aug.	Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
---------	------	----------------------	------------------------	-----

Through Bills of Lading issued to U.S.A. and Canadian, Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

N. Y. K.

SAILINGS SUBJECT TO ALTERATION.
 VICTORIA, SEATTLE & VANCOUVER via Shai & Japan ports.
 Through Bills of Lading issued to all Overland Common Points U.S.A. & Canada.

KAGA MARU (Calling Keelung) Friday, 18th Aug., at 11 a.m.
 IYO MARU (Nagasaki direct) Sat. 16th Sept., at 11 a.m.
 MARSEILLES, LONDON & ANTWERP via Singapore, etc.
 HARENA MARU Saturday, 5th Aug., at 11 a.m.
 KIMO MARU Friday, 18th Aug., at 11 a.m.

TAMBURO via LONDON, ROTTERDAM.

LINA MARU Beginning of September.

LIVERPOOL via MARSEILLES. Middle of August.

BENGAL MARU

SYDNEY & MELBOURNE via Manila, etc.

ATI MARU Tuesday, 15th Aug. at 11 a.m.

TANGO MARU Tuesday, 19th Sept. at 11 a.m.

NEW YORK VIA PANAMA.

GENOA MARU Beginning of September.

NEW YORK via Suez.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape.

COMBAY via Singapore, Penang & Colombo

AKITA MARU Thursday, 10th August.

CALCUTTA via Singapore, Penang & Rangoon.

MALACCA MARU Sunday, 6th Aug.

NAOASAKI, KOBE & YOKOHAMA.

TANGO MARU Friday, 18th Aug. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

BUYO MARU (Calling Keelung) Saturday, 12th August.

KASHIMA MARU Thursday, 17th August.

For further information apply to— NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. K. H. KAMEI, Manager.

DODWELL & CO., LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON FOR NEW YORK & BOSTON.

S.S. "EGREMONT CASTLE" Sailing on or about 5th Aug.
 S.S. "DACRE CASTLE" Sailing middle of September.

LLOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

Fiume having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "TRACIA" Sailing on or about 15th August.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "TRACIA" Sailing on or about 5th September.
 Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service.

FROM CALCUTTA TO SOUTH AFRICAN PORTS.

S.S. "UMONA" Sailing 30th August.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone 1030. Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
----------	----------------------------------	--------------------------------

CHANGSHA 5th Aug. 10th Aug.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.
 (JOHN SWIRE & SONS, LTD.)
 Agents.

Telephone No. 36.

"ELLERMAN" LINE.

ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

FREIGHT & PASSENGER SERVICE

HOMEWARDS.

City of Cambridge. Havre, London, Antwerp & Hamburg
 City of Manchester 26th Aug. Marseilles, L'don, Antwerp & H'burg

Subject to change without notice.

For particulars of freight and passage rates apply to—

THE BANK LINE, LTD.,

or to REISS & Co. Canton General Agents.

Sailings from Hongkong—

For Steamers To Sail.

BANGKOK Doen Samud

For further particulars apply to—

BUTTERFIELD & SWIRE,

(JOHN SWIRE & SONS, LTD.)

Agents.

Tel. 36

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

Destination	Steamer	Sailings
HAIPHONG via Hoibow Mingsang	Sat.	5th Aug. at d'light.
TIENSIN	Sat.	5th Aug. at noon.
BANGKOK via Swatow	Mon.	7th Aug. at noon.
TTAO via S'hai & N'po	Tues.	8th Aug. at noon.
TTAO via S'hai & N'po	Fri.	11th Aug. at noon.
SANDAKAY	Mon.	14th Aug. at noon.
STRAITS & Calcutta	Sat.	19th Aug. at 3 p.m.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returns from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoibow when inducement offers.

HORNED LINE—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

Telephone No. 215.

General Managers.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
H'HOW, PHOI, H'PHONG	Kaitong	5th Aug. at d'light.
SHANGHAI, TSINGTAO	Shantung	6th Aug. at 4 p.m.
SWATOW & AMOY	Klungchow	7th Aug. at 9 a.m.
SWATOW, SHAI & TTAO	Liangchow	8th Aug. at 2 p.m.
SWATOW & BANGKOK	Kaying	8th Aug. at 2 p.m.
WWEI C'FOO, TIENSIN	Kueichow	8th Aug. at 4 p.m.
AMOY & SHANGHAI	Soochow	10th Aug. at 9 a.m.
SHANGHAI & TSINGTAO	Kanchow	11th Aug. at 4 p.m.
MANILA, CEBU & ILOILO	Taming	13th Aug. at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidst electric fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from H'kong via S'ow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

(JOHN SWIRE & SONS, LTD.)

AGENTS.

Telephone No. 35.

Cargo and baggage can be insured at the above office.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class, Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 2 to 3 days)

Steamships.	Captain.	Leaving.
-------------	----------	----------

Haihong ... W. C. Parimore ... FRI. 4th Aug. at 1 p.m.
 Haiching ... J. S. Thomson ... TUES. 8th Aug. at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Bixie Pier)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA.

The South Sea Mail S.S. Co., Ltd.)

REGULAR FORTNIGHTLY SERVICE

between

JAPAN, HONGKONG & JAVA.

For Batavia, Samarang & Sourabaya.

S.S. CHERIBON MARU Sailing on or about 10th Aug.

For Moji, Kobe & Yokohama.

S.S. SAMARANG MARU Sailing on or about 22nd Aug.

For further particulars please apply to—

K. SUZUKI,

Manager.

Tel. No. 2205.

Second Floor, Prince's Building.

SHIPPING NEWS.

JAPANESE PURCHASE OF STEAMERS.

Since September last year, when a craze for importing large steamers prevailed among shipowners, 45 steamers (270,846 tons) were contracted for at an aggregated price of £1,143,500. Out of these steamers, 38 (232,473 tons) were duly delivered to the Japanese buyers by the end of May. After that, the Eirysomaru, the Tenny-maru, and the Kyoosomaru were delivered. Those remaining undelivered are five steamers, including the Catherine bought by the Nishin Menka Kaisha, aggregating 25,052 tons at a value of £115,500.

SHANGHAI DOCK CO.

The Shanghai Dock and Engineering Co., Ltd., state that the net profits for the year ended April 30, 1922, including the amount brought forward from last year, amount to Tls. 834,585.82. Deducting the interim dividend of Tls. 3 per share, there remains for distribution Tls. 658,985.82 which the directors will recommend at the forthcoming annual meeting to be dealt with as follows:

Tls.

Pay a final dividend of

Tls. 7 per share

(making Tls. 10 for the year), absorbing 386,400.00

Add to special reserve

account, bringing it

up to Tls. 1,250,000. ... 100,000.00

Add to depreciation

account, bringing it

up to Tls. 700,000 ... 115,900.00

Carry to new account 67,585.82

INTERNAL COMBUSTION ENGINES.

Speaking on the occasion of the

launch of the Ellerman liner

City of Nagpur at Belfast,

Mr. William Strachan, a

director of Messrs. Workman,

Clark & Co., made some interest-

ing observations regarding the

progress of the marine internal

combustion engine. He con-

sidered its prospect very bright,

and said that he would not be at

all surprised to see in the near

future a repetition of the days

when compound reciprocating

engines place to triple expansion.

He recalled the era on the Clyde

when the harbour was full of

steamers under conversion and

ships being built with the new

type of engine as fast as possible,

because shipowners had realized

that while there was no profit in

the freight then ruling for

the old compound ships there

was for the triple-engine ves-

sels. This stage, he declared,

had been reached already

with ships fitted with internal

combustion engines, and it only

remained for the engineers to get

their costs down to a comparative-

ly reasonable level, and said:

The shipowner on the question of

running costs and upkeep, and

there would be a great revival in

the industry.

SHIP PROPULSION.

In an address at the last meet-

ing of the Institution of Naval

Architects, Mr. D. B. Morrison

said that the economical propul-

sion of cargo vessels is a question

of vital importance to the

mercantile marine. Techniques

have for a shipowner only a pass-

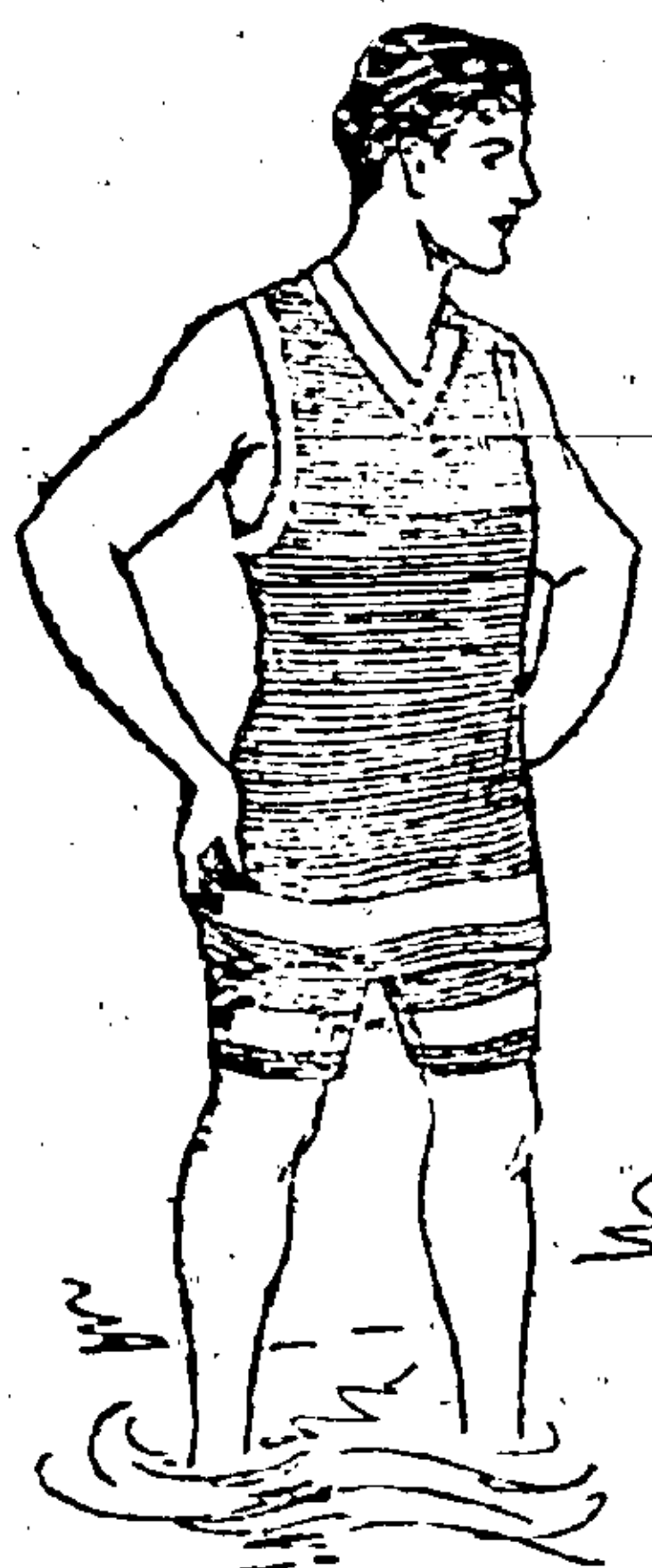
ing interest. What he does ask

for is that his cargo should be

delivered year in and year out,

YEE SANG FAT CO.

Just Arrived



"SWIMEASY"

Worsted and Wool

BATHING SUITS

for

Ladies,

Gentlemen

and

Children.

Practical and Dressy Style

Large Assortment of

WATER WINGS

Price \$1.25

a pair

YEE SANG FAT CO.

EXCHANGE.

Opening Rate closing Rate
on Page 11.
SELLING.

T/T Demand	27
30 d/s	27 1/16
60 d/s	27 1/4
90 d/s	27 1/2
T/T Shanghai	Nom.
T/T Singapore	111
T/T Japan	140
T/T India	187 1/2
Demand, India	187 1/2
T/T San Francisco	57 1/2
& New York	57 1/2
T/T Java	150 1/2
T/T Manila	No
T/T France	7.05
Demand, Paris	7.05

BUYING.

100 d/s L/C	27 3/4
100 d/s D/P	28 1/4
50 d/s L/C	28
10 d/s Sydney and Melbourne	28 1/4
100 d/s San Francisco & New York	59
100 d/s Manila	Nom.
100 d/s France	7.40
100 d/s France	7.50
Demand, Germany	57 1/2
T/T Bombay	197 1/2
T/T Calcutta	197 1/2
Demand, Calcutta	120
Demand, Yokohama	116
Demand, Manila	111
Demand, Singapore	111
Demand, Batavia	150 1/2
Demand, Haiphong	Nom.
On Saigon	80 1/4
On Bangkok	76 1/2
Sovereign	33 1/2
Gold leaf per Tael	35 1/4
Silver, ready	35 1/4
forward	35 1/4
Bank of England rates	37 1/2
New York/London	44 1/2

SUBSIDIARY COINS.

Hong 50 ct. piece	1/27
10 "	1/27
5 "	1/27
Canton sub. coins	30 1/2

Hongkong, August 4, 1922.

PASSENGERS DEPARTED.

Per s.s. St. Albans on Aug. 3.—
Mr. J. T. Easterbrook, Mr. J. C. Sim, Mr. and Mrs. C. R. Sim, Mr. H. L. Kieff, Mr. and Mrs. W. A. Styles, Miss Styles, Miss Payne, Mr. John Woods, Mr. H. F. Norrie, Mr. E. Cavell, Mr. J. T. Weir, Mr. H. F. Howarth, Rev. Mrs. and Master Davies, Mrs. Sulton, Mr. and Mrs. C. Allport, Mr. E. Iversen, Mr. and Mrs. Master Wheeler, Mr. and Mrs. Fulton and child, Mr. Ross, Miss Whiffen, Rev. H. A. Allen, Mrs. Allen, Mr. W. Allen, Miss E. Webster, Mr. G. Gilbert, Miss A. T. Robinson, Capt. Harris-Walker, Mr. W. A. MacDonnell, Mr. and Mrs. W. M. Baker, Dr. Mrs. Esther Sands, Miss S. E. Schaefer, Mr. and Mrs. G. E. Forsner, Mr. and Mrs. H. D. Hla and child, Mr. and Mrs. J. Smith, 2 children and 1 infant, Miss Dorothy Eileen Cooper, Miss Leslie, Miss T. Browning, Rev. Mrs. and Master H. Davies, Mrs. Lum, Mr. and Mrs. Clifton B. Willey, Rev. J. H. Bigland and Mr. R. H. Skelton.

WEATHER REPORT.

August 3d. 15h. 37m.—Local signal No. 5 lowered.
August 4d. 12h. 25m.—Returns are lacking from the majority of stations. No weather map will be published.

The typhoon is shown as a depression to the north of Haiphong.
Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 1.43 inch. Total since January 1st, 40.37 inches, against an average of 53.51 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District	Forecast.
1 Formosa Channel	S. winds, moderate.
2 South coast of China between H.K. & Lamcocks.	S. winds, fresh to moderate; cloudy, showery.
3 Hongkong to Gap Rock	to moderate; cloudy, showery.
4 South coast of China between H.K. & Hainan.	S. winds, fresh to moderate; cloudy, showery.

L. F. CLAYTON, Director.
H.K. Observatory, Aug. 4, 1922.

HOTELS.

LEADING FAR EASTERN HOTELS.

HONGKONG: Hongkong Hotel, Peak Hotel, Repulse Bay Hotel.
SHANGHAI: Astor House Hotel, Palace Hotel, Grand Hotel Kalee.
PEKING: Grand Hotel des Wagon Lits.
The Hongkong Hotel Co., Ltd. In conjunction with The Shanghai Hotels, Ltd. and The Grand Hotel des Wagons Ltd.

KING EDWARD HOTEL.

CENTRAL LOCATION, ELECTRIC LIFTS AND LIGHTING, TELEPHONE ON EACH FLOOR. HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. 173. Telegraphic Address: "VICTORIA" J. WITCHELL, Manager.

THE EUROPE HOTEL.

SINGAPORE.

DANCING AFTER DINNER EVERY MONDAY, WEDNESDAY AND SATURDAY. TEA DANCES TUESDAYS AND THURSDAYS.
The Hotel Orchestra under the Direction of Mr. F. R. Martens.
Telephones in every Room.
Telegraphic Address: "EUROPE, SINGAPORE" Telephone No. 2740 (9 lines).
THE EUROPE HOTEL, LTD. ARTHUR E. ODELL, Manager.

KINGSCLERE HOTEL MID-LEVEL.

KNUTSFORD HOTEL KOWLOON
SACHSE, LENNOX & Co., General Agents
Are resident Managers.

PALACE HOTEL, KOWLOON.

Tel. No. 40. Tel. Add. "Palace".
Two minutes from Ferry and Railway Station. Five minutes by Ferry from Hongkong. A first class hotel in every respect and under English management. Cuisine under personal supervision of the Proprietor. Lounge, bar and billiard room. To the Mail. Special arrangements for families on application to J. H. OXBERRY, Proprietor.

DAI NIPPON BREWERY COMPANY
SOLE AGENT, MITSUI BUSSAN KAISHA, LTD., HONGKONG.

RIVER LEVELS.

As a guide to shipmasters and others interested in the water levels of the river we have been requested by the Board of Conservancy Works of Kwangtung to publish the following table of water levels. The levels are taken at 10 a.m. each day.

Place of Observation	Highest W. L. ever recorded	Lowest W. L. ever recorded	W. L. Aug. 1	W. L. Aug. 2
Wuchow, West River	+19.50	-2.42	32.60	—
Kongmoon, " "	+14.70	-0.80	7.00	7.10
Linkonghow, North " "	+57.00	0	9.50	9.00
Samsui, " "	+27.25	-5.00	10.60	10.30
Sheklung, East " "	+15.15	-0.98	5.40	5.50

METEOROLOGICAL.

Previous Day	on date.	on date.
Barometer	29.43	29.57
Temperature	77	82
Humidity	94	83
Wind Direction	sw	WSW
Wind Force	6	4
Weather	org	oq
Rain	0.83	0.00
Highest open air Temperature on the	3rd	84
Lowest open air Temperature on the	4th	79

T. F. CLAYTON, Director. H.K. Observatory, Aug. 4.

TIDE TABLE.

4th to 10th. Aug. 1922.			
Time	High Water	Low Water	Mean Time
4th	4.34	1.14	4.34
5th	5.14	1.54	5.14
6th	5.54	2.34	5.54
7th	6.34	3.14	6.34
8th	7.14	3.54	7.14
9th	7.54	4.34	7.54
10th	8.34	5.14	8.34

ENTERTAINMENTS.

THE CORONET

TO-DAY

2.30, 5.15 & 9.15

JACKIE COOGAN

in

PECK'S

BAD

BOY

KOWLOON THEATRE

TO-NIGHT at 9.15.

BLANCHE SWEAT

"HER UNWILLING HUSBAND."

HAROLD LLOYD

"NOW OR NEVER"

and don't forget

CAPT. CUTTIE'S DERBY.

PHONE 1337

Hongkong's Most Modern & Coolest Picture Palace.

TO-DAY: TO-DAY

REALITY PICURE presents

JUSTINE JOHNSTONE

in

"BLACKBIRDS"

THE BASE BALL GAME

in SHANGHAI on 7th.

JULY.

SNUB POLLARD

in

PENNY IN THE SLOT

2.30 & 7.15 P.M.

JUNE CAPRI & GEORGE S. SEITZ in "SKY RANGER"

Episodes 15 & 16.

Usual Prices. Booking at the THEATRE

STAR THEATRE.

PEKING ROAD, KOWLOON: Phone K. 795.

The biggest house exhibiting the best pictures.

Friday 4th to Monday 7th. 5.30 and 9.15.

DOUGLAS FAIRBANKS

in

"THE KNICKERBECKER BUCKAROO"

A Story Full of Thrills.

Booking at the Star Ferry Wharf for Hongkong Residents

FREE FERRY TICKETS BOTH WAYS.

Open Daily 4.30 to 6.15 p.m. and 6 to 9 p.m.

Saturdays 2 to 2.15 p.m. 4.30 to 5.15 p.m. and 6 to 9 p.m.

SEE HAND BILLS.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

Yukio Sakurachi c/o Hako-

zaki Maru from Tokyo.

Mitani Hakozaiki Maru, from

Tokyo.

Hohenny Jardius, from Kobe.

Brazilian Passenger Dongola,

from Amoy.

Miss Helen Rysdorp, from

Shanghai.

Mimito, from Shanghai.

Kiyoshi Mitsuyoshi Nibonso

kai Miyoshikan, from Nagasaki.

Konghongtai, from Shanghai.

3037 (2), from Shanghai.

Ngahunye, from Shanghai.

Wingon West Point, from Kobe

3057, from Shanghai.

Makwai Pington Hotel, from

Peking.

9555, from Yokohama.

Wingum Gunglee Victoria

Street, from Yokohama.

TH. KRING, Superintendent.

Hongkong, August 3, 1922.

PEAK TRAMWAYS CO., LTD.

TIME TABLE.

WEEK DAYS

1.30 a.m. to 2.00 a.m. Every 15 min

2.30 " " 3.00 " " " " " "

3.30 " " 4.00 " " " " " "

4.30 " " 5.00 " " " " " "

5.30 " " 6.00 " " " " " "

6.30 " " 7.00 " " " " " "

7.30 " " 8.00 " " " " " "

8.30 " " 9.00 " " " " " "

9.30 " " 10.00 " " " " " "

10.30 " " 11.00 " " " " " "

11.30 " " 12.00 " " " " " "

12.30 " " 1.00 " " " " " "

1.30 " " 2.00 " " " " " "

2.30 " " 3.00 " " " " " "

3.30 " " 4.00 " " " " " "

4.30 " " 5.00 " " " " " "

5.30 " " 6.00 " " " " " "

6.30 " " 7.00 " " " " " "

7.30 " " 8.00 " " " " " "

8.30 " " 9.00 " " " " " "

9.30 " " 10.00 " " " " " "

10.30 " " 11.00 " " " " " "

11.30 " " 12.00 " " " " " "

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